Boats
Christian Broutin

Summary
Find out about canoes, yachts, motor boats, speed boats, tug boats, and submersibles, as well as huge container ships, cruise ships, aircraft carriers, and oil tankers. Learn how to make a boat and how to tie different sailor’s knots.

Contributor Bio
Christian Broutin is the the illustrator of In the Jungle, Town, Trees, and Volcanoes in the My First Discoveries series.

A Gross of Pirates
From Alfhild the Shield Maiden to Afweyne the Big Mouth
Terry Breverton

From anti-slavery heroes and privateers to evil murderers, from Viking longships to Somali raiders today, the 1000-year roll call of the pirates.

Summary
These extraordinary stories of 144 pirates throughout history include Norman privateers, Barbary Corsairs, Elizabethan adventurers, Chinese pirates, "the Brethren of the coast," and of course, the pirates of the Caribbean. Beginning with the 9th-century "Shield Maiden" pirate Alfhild and ending with Mohamed Abdi Hassan (b.c.1990)—"Afweyne" (Big Mouth) who ransomed supertankers for tens of millions of dollars, this is an exciting narrative of a millennium of blood and treasure.

Contributor Bio
Terry Breverton is the author of Breverton's Phantasmagoria, The Pirate Dictionary, Breverton's Complete Herbal, and more. He has presented documentaries on the Discovery Channel and the History Channel.
Great Passenger Ships that Never Were
Damned By Destiny Revisited
David L. Williams, Richard P. Kerbrech

A revised and enhanced new edition of this classic work, filling an important gap in maritime history

Summary
Great Passenger Ships That Never Were is a completely revised and updated edition of the authors” classic work Damned by Destiny: a comprehensive account of all the world’s projects for large passenger ships (over 20,000 gross tons) which, for one reason or another, never entered service. Some were still-born on the drawing board or in the model shop, some met with disaster after they had been launched but were still incomplete, others were diverted to wartime service which they never survived. Potentially, some were the greatest liners ever conceived and would have surpassed the most famous, not only in speed and splendour, but in size and appearance. They were all the victims of circumstance – a fate narrowly missed by a few of the most celebrated passenger ships which did make it into commercial service.

Oceanic
White Star's 'Ship of the Century'
Mark Chirnside

The first book on this prestigious and exceptional liner, the pinnacle of ship-building in her day

Summary
The White Star Line’s Oceanic was the largest ship in the world in 1899 when she was launched as the company’s "Ship of the Century." She was the company’s last express liner prior to Olympic and Titanic, and her lavish first class accommodation became renowned among Atlantic travelers. Serving on the company’s express service for 15 years, she earned a reputation for running like clockwork. Unfortunately, on the outbreak of war she was converted to an armed merchant cruiser and became a total loss when she grounded within weeks. This exceptionally researched and beautifully illustrated book explores her history and legacy.

Contributor Bio
Mark Chirnside is the author of RMS Aquitania and Olympic, Titanic, Britannic.
Brunel's Ships and Boats
Helen Doe

The first book to provide an overview of all of Brunel’s vessels, richly illustrated, and endorsed by the SS Great Britain Trust.

Summary
From a young age Isambard Brunel played with boats. He wrote to his father from school that he had quite worn out his hands by making models. At the age of 11 he witnessed his father’s experiments with steam shipping on the River Thames. In his 20s he wrote in his secret diary of his daydreams of leading a fleet of ships against Algiers. This was the exciting age of maritime steam and Brunel was the great innovator. His first ship was the Great Western, a wooden paddle steamer launched in 1837, followed by his famous ships the Great Britain and the Great Eastern. But these are not the only vessels in which he was closely engaged. Just before the final launching of the Great Britain he worked with the Admiralty on HMS Rattler to trial the first naval propeller-driven ship. In Bristol in 1844 he designed one of his smallest steam vessels, a drag boat, specifically to assist in clearing the silt from the floating harbor. A version of this little boat was built for use at Bridgwater and is now in the care of the ss Great Britain Trust. Brunel's testy relationship with the naval architect...

Contributor Bio
Helen Doe is a well-known maritime historian who specializes in the 19th century. She gained her PhD at the University of Exeter, where she is a Fellow. Her other books include Enterprising Women in Shipping in the Nineteenth Century, and she was a major contributor and co-editor of the award-winning The Maritime History of Cornwall. She is a Fellow of the Royal Historical Society, a trustee of the British Commission for Maritime History and a trustee of the ss Great Britain.

Tales from the Towpath
Stories and Histories of the Cotswold Canals
Fiona Eadie

Seven engaging stories set along the Cotswold Canals – a unique blend of waterways history and folk tales

Summary
Have you ever wondered about the people who lived and worked along the canals in the past? Have you ever caught a glimpse of something they might have seen or an echo of something they might have heard? Fiona Eadie certainly has, and it is this that has prompted her to write the stories of Amos the lock-keeper, Samuel the navy, Anne of the past, present and future and a host of other characters that populate the pages of Tales from the Towpath. Each gives an engaging insight into canal life in times gone by, and these intriguing tales are accompanied by historical facts and fascinating old photographs.

Contributor Bio
FIONA EADIE is a professional storyteller based in Horsley, near Nailsworth. She is passionate about language and about bringing the spoken word to life. As a storyteller, she works in two different mediums. In one she tells existing stories that have come down to us through the oral tradition. In the other she researches, devises and leads storywalks through a particular landscape that touch on the history of that place. She has been commissioned to create storywalks for the National Trust, the Lichfield Festival and (by Stroud District Council) for the Cotswold Canals Trust.
Masters of the Italian Line
Leonardo da Vinci, Michelangelo and Raffaello
Ian Sebire

Profusely illustrated throughout, this book portraits the iconic ships of the Italian Line and the people who brought them to life.

Summary
The 1960s witnessed a magnificent, if misguided, swansong for the ocean liner. As the decade progressed a steady succession of elaborate new "ships of state" populated the world's sea lanes, in futile defiance of the vapor trails above them. Into this atmosphere of one-upmanship the Italian Line introduced Leonardo da Vinci, Michelangelo and Raffaello, the largest, fastest and most prestigious passenger liners in the nation's post-war merchant marine. This book explains their design origins and interior décor, relates the triumph and tragedy of their all too brief careers, and provides insight into what it was like to live, work and take passage on these vessels.

Contributor Bio
Ian Sebire is a regular contributor to Shipping Today and Yesterday magazine. His paintings have been sold worldwide and displayed on board Cunard Line vessels.

QE2: The Cunard Line Flagship
Ronald W. Warwick, Sam Warwick

New edition of a classic, much-sought-after work by the ex-QE2 master, Commodore R.W. Warwick

Summary
This long-awaited new edition presents the colorful history of the Cunard Line and an engrossing narrative of the ship's eventful history, including construction and launch, service in the Falklands war, various mishaps, the sale of Cunard to Carnival, and the introduction of the new flagship Queen Mary 2. Also covered is the ship's final decade, leading up to her eventual sale to become a floating hotel in Dubai. The story ends with a personal afterword by Commodore Ronald Warwick, recounting his long and unique association with the vessel.

Contributor Bio
Ronald W. Warwick is a past Master of QE2. He joined the Cunard Line in 1970 and became Commodore of the line when he was appointed command of the Queen Mary 2 in 2003. Sam Warwick is Ron Warwick's son and the author of Shipwrecks of the Cunard Line.
Windrush
A Ship Through Time
Paul Arnott

The life, times and extraordinary history of the Windrush: the vessel that created modern Britain

Summary
For three decades the Windrush was the maritime Zelig of the 20th century. Designed in 1930 in the Hamburg boatyard of a Jewish shipbuilder to ferry Germans to a new life in South America, it wasn't long before Goebbels requisitioned her. She became a Nazi troop carrier, a support vessel for the pocket battleship Tirpitz, and a prison ship transporting Jews to Auschwitz. Captured by the British in 1945 and renamed the SS Empire Windrush, she then spent years evacuating displaced service people and, in her famous single voyage from the Caribbean, she brought the first wave of black migrants to Britain. This vivid biography combines the memories of people who were there with a gripping account of an extraordinary merchant ship at the end of empires.

Contributor Bio
Paul Arnott is the author of A Good Likeness and Is Anybody Up There?

Barges & Bargemen
A Social History of the Upper Severn Navigation 1660-1900
Barrie Trinder

A wide range of documentary, archaeological and pictorial sources combine to create an absorbing picture of the colourful lives of barge owners and watermen, in addition to illustrating how the navigation was devised and operated.

Summary
The carriage of goods in river barges was for centuries one of the principal forms of commercial transport in Britain. This book is the result of 40 years’ research into river navigations that have left few paper records. The author focuses on the River Severn between the Worcestershire ports of Bewdley and Stourport, and the medieval weir near Welshpool that marks the uppermost limit of boating, a stretch where the river remained ‘in a state of nature’. Dr Trinder traces the fascinating history of river trade from 1660, through its heyday during the Industrial Revolution, when such key commodities as Manchester textiles, Coalbrookdale iron castings, Birmingham hardware, and Hanley and Burslem pottery were all transported via the Severn, to its gentle decline in the late 19th century as other modes of transport took over. A wide range of documentary, archaeological and pictorial sources combine to create an absorbing picture of the colourful lives of barge owners and watermen, in addition to illustrating how the navigation was devised and operated. Complemented by superb illustrations...

Contributor Bio
Barrie Trinder is an acknowledged authority on the history of industry and of towns, having written the standard work on the industrial landscapes of England and Wales, and the first comprehensive survey of 20th-century industrial archaeology in Britain. He edited the first Encyclopedia of Industrial Archaeology and has lectured in most European countries as well as in Canada, Japan, South Africa and the United States. After a teaching career of nearly forty years, most of it in Shropshire, where for 15 years he was Senior Research Fellow at the Ironbridge Institute, he is now a freelance writer and lecturer. His other titles for Phillimore include The Industrial Revolution in Shropshire, A History of Shropshire and the jointly authored The Iron Bridge and Miners & Mariners of the Severn Gorge.
**Strong to Save**

*Maritime Mission in Hong Kong from Whampoa Reach to the Mariners’ Club*

Stephen Davies

**Summary**

This is a history of one of the most enduring institutions of Hong Kong, and the first of its kind. Using the Club’s own records as well as a wide range of sources both from within Hong Kong and from the seafaring world at large, this is a comprehensive account of the life of the Missions, the tenancy of the different chaplains, managers, and stewards, the changes in seafaring practices and shipping, and the transformation of Hong Kong itself.

**Contributor Bio**

Stephen Davies is the author of *East Sails West: The Voyage of the Keying, 1846–1855* (2013) and many other articles on Hong Kong’s maritime history. He opened the Hong Kong Maritime Museum and served as its first director 2005–2011. He is currently an hon

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**The Cultural History of the South China Sea**

Shangji SiTu

**Summary**

As the cradle of the ancient Maritime Silk Road, the South China Sea plays an important role in the history of civilization. Since the South China Sea opened to the outside world as a commercial port in 111 BC, it has experienced ups and downs. With dynasties changing over time, the Chinese South China Sea has undergone dramatic changes and experienced rises and falls along with the economic and cultural development of the Maritime Silk Road. It is still one of the most active and dynamic regions across China, and even the whole world.

This book reviews the history and analyzes the current situation and bright future of the South China Sea. In this book the social, economic and cultural synthesis in the South China Sea is examined, as well as trade and cultural communications. The scope of the book centers around economic, trade and cultural development, which is the starting point and main theme.

**Contributor Bio**

SiTu Shangji, professor and doctoral superviser, is director of Society for Research on Pearl River Culture.
**Swashbuckle Lil and the Jewel Thief**

Elli Woollard, Laura Ellen Anderson

**Summary**

Lil is a pirate, a good sort of pirate, and when there is someone to save, she'll do what is right (if it takes her all night). Yes, she'll always be bold and be brave. On a trip to the museum, evil pirate Stinkbeard tries to steal an old king's ruby ring, and it's up to schoolgirl and secret pirate, Lil, to stop him! In story two, Lil and her pet parrot are off to a birthday party. But when Stinkbeard and his pet croc turn up, it's up to Lil to save the day. *Swashbuckle Lil and the Jewel Thief*, by author Elli Woollard and illustrator Laura Ellen Anderson, is the second in an exciting new series with two rip-roaringly rhyming, brilliantly illustrated stories in each book which make the perfect transition from parent-led to independent reading.

**Contributor Bio**

**Elli Woollard** has worked with with illustrators such as Benji Davies (*The Giant of Jum and The Dragon and the Nibblesome Knight*) and Steven Lenton (*The Great Gran Plan*). **Laura Ellen Anderson** is the accomplished illustrator and author of *Bunnies*, *Chicks*, and *Kittens*.

**The Adventures of Swashbuckle Lil**

Elli Woollard

**Summary**

Swashbuckle Lil is no ordinary girl. She is, in fact, a pirate. While other children are at home after school, eating fish fingers or watching TV, she is sailing the high seas, looking for adventure! Join Lil and her trusty parrot, Carrot, in four delightful rhyming stories as they stage a daring rescue, save a sports day, uncover stolen treasure, and go to a party, all while keeping an eye out for the evil Stinkbeard along the way.

**Contributor Bio**

**Elli Woollard** has worked with with illustrators such as Benji Davies (*The Giant of Jum and The Dragon and the Nibblesome Knight*) and Steven Lenton (*The Great Gran Plan*). **Laura Ellen Anderson** is the accomplished illustrator and author of *Bunnies*, *Chicks*, and *Kittens*.
The Secret Pirate
Elli Woollard, Laura Ellen Anderson

Summary
Lil is a pirate, a good sort of pirate, and when there is someone to save, she'll do what is right (if it takes her all night). Yes, she'll always be bold and be brave. When evil pirate Stinkbeard tries to kidnap Lil's teacher, it's up to schoolgirl and secret pirate, Lil, to come to the rescue. In story two it's sports day, but there's a very hungry croc on the loose. Can Lil and her trusty parrot, Carrot, scare Stinkbeard and his pet croc away? This is the first in an exciting series with two rip-roaringly rhyming, brilliantly illustrated stories in each book which make the perfect transition from parent-led to independent reading.

Contributor Bio
Elli Woollard has worked with with illustrators such as Benji Davies (The Giant of Jum and The Dragon and the Nibblesome Knight) and Steven Lenton (The Great Gran Plan). Laura Ellen Anderson is the accomplished illustrator and author of Bunnies, Chicks, and Kittens.

Princess Pirates Book 3: Opal The Monstrous Forest
Rose Lacey, Dyana More

Summary
A battle for the magical world of Lemuria is raging and an evil sorceress called Obsidian is on the brink of defeating the five royal families. The buccaneering adventures begin as the Princess Pirates use their magical powers to help the people and animals of Lemuria, while embracing the values of teamwork, friendship, girl power, courage, and loyalty.

Join Opal in book 3 as the Princess Pirates battle to release the Purple Isle from a terrible curse. Opal can speak with the animals, but she will need courage to keep her friends safe during their most dangerous adventure yet. Will they save the day and escape from the monstrous forest?

Contributor Bio
Rose Lacey is an editor by day and a swashbuckling adventure story writer by night. She has a pair of parrots who are almost as clever as Pegleg (a parrot in the Princess Pirates series of books) and on holiday she crews a boat with her best friend from school. Hailing from the the South West of England, Dyana More has more than 15 years experience creating illustrations for a wide range of children's books and products.
Mermaids
The Coloring Book
Maxine Mannion

Summary
Maxine Mannion has a soft spot for all things beautiful and magical. She draws inspiration from the natural allure of mermaids—mysterious and captivating creatures. Each mermaid has a whimsical name and a verse that describes them in this one-of-a-kind, hand-drawn collection.

Contributor Bio
Maxine Mannion is a stylist, singer, author, and artist. Growing up reading storybooks, playing dress up, watching Disney, and coloring with her two older sisters, Maxine has always had a soft spot for fantasy and fairy tales. Born and raised in San Rafael, California, Maxine attended San Diego State for a bachelor's degree in English. When she is not writing poems or meticulously drawing new mermaid characters, she enjoys reading romance novels and spiritual books, writing songs, traveling with family or friends, and styling clients for special events.

A Pirate Christmas
The Nativity Story
Suzanne Senior, Andy Catling

Summary
Joe and his pirate dad along with Cannon the ship guinea pig are miserably stuck on their boat missing the pirate Christmas party across the water on their friends’ ship. Worst of all the party games and the treasure hunt are happening without them! Joe and his dad discover a dusty old picture book of the story of the first Christmas and settle down to read together and discover a different kind of treasure.

Contributor Bio
Suzy Senior lives with her family and a small gang of pets, at the top of a huge hill in Yorkshire. Her background is in publishing, working with lots of wonderful bookshops. Her favourite type of books are picture books - she loves reading them, writing them and talking about them! She was shortlisted in the National Literacy Trust and Bloomsbury Children’s Books Poetry Prize 2015.
**Where's the Mermaid?**
A Mermazing Search-and-Find Adventure!
Chuck Whelon

**Summary**
Immerse yourself in the bright and beautiful world of mermaids. Follow Meria, her mer-friends and Mer-Pug, and a host of colorful characters, on a global adventure to 16 detailed locations. From the Mer-King's birthday parade to an underwater rock concert via the circus, a sushi bar and a paradise beach, there are loads of fun scenes to explore. This book includes a special Arctic spread and extra challenge to find 10 pieces of dangerous plastic. You might even spot David Attenborough.

**Contributor Bio**
Chuck Whelon is an artist and author who creates original comics, games, puzzles, and books for readers of all ages. He lives in San Francisco.

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**Beside the Seaside**
A Celebration of the Place We Like to Be
Jane Struthers

**Summary**
Can you remember why the sea is salty?
How does the moon affect the tide?
Where were Britain's most notorious places for smugglers?
And what was the mystery of St Michael's Mount?

There are almost as many stories about the sea as there are pebbles on the beach. Beside the Seaside is a book for anyone who has been captivated by the crash of waves on sand, thrilled by the exploits of pirates, or delighted in an ice cream at the end of the pier.

Answering such questions as what to look for in rock pools, which are the best knots, and how to avoid being cursed by a mermaid, Beside the Seaside is bursting with facts, fables, history, and mystery about Britain's seaside and coast.

**Contributor Bio**
Jane Struthers is the author of more than 20 books, including Red Sky at Night: The Book of Lost Countryside Wisdom, Literary Britain and Ireland, and Britain's Coastlines from the Air.
How Does a Lighthouse Work?
Roman Belyaev

Summary
How can we tell one lighthouse from another? What does a lighthouse keeper do? Where are the most unusual lighthouses in the world? Depart on an enchanting voyage with the school children in this book to discover the answers to these questions along with other fascinating facts about lighthouses and how they work. A charming journey through the science and history of lighthouses around the world.

Contributor Bio
Roman Belyaev is an author and illustrator who lives and works in Moscow.

Pirate Women
The Princesses, Prostitutes, and Privateers Who Ruled the Seven Seas
Laura Sook Duncombe

Summary
In the first-ever Seven Seas history of the world’s female buccaneers, Pirate Women: The Princesses, Prostitutes, and Privateers Who Ruled the Seven Seas tells the story of women, both real and legendary, who through the ages sailed alongside—and sometimes in command of—their male counterparts. These women came from all walks of life but had one thing in common: a desire for freedom. History has largely ignored these female swashbucklers, until now. Here are their stories, from ancient Norse princess Alfhild and warrior Rusla to Sayyida al-Hurra of the Barbary corsairs; from Grace O’Malley, who terrorized shipping operations around the British Isles during the reign of Queen Elizabeth I; to Cheng I Sao, who commanded a fleet of four hundred ships off China in the early nineteenth century.

Author Laura Sook Duncombe also looks beyond the stories to the storytellers and mythmakers. What biases and agendas motivated them? What did they leave out? Pirate Women explores why and how these stories are told and passed down, and how history changes depending on who is recording it. It’s the mo...

Contributor Bio
Laura Sook Duncombe is an author and feminist who loves all things science fiction, Broadway, and Sherlock Holmes. She lives with her wonderful husband and son in Virginia. Visit her at www.laurasookduncombe.com.
Pirates
Truth and Tales
Helen Hollick

Summary
The historian R. H. Tawney famously wrote, 'The sixteenth century lives in terror of the tramp.' The eighteenth century lived in terror of the tramps of the seas – pirates. Pirates have fascinated people ever since. It was a harsh life for those who went 'on the account', constantly overshadowed by the threat of death – through violence, illness, shipwreck, or the hangman’s noose. The lure of gold, the excitement of the chase and the freedom that life aboard a pirate ship offered were judged by some to be worth the risk. Helen Hollick explores both the fiction and fact of the Golden Age of piracy, and there are some surprises in store for those who think they know their Barbary Corsair from their buccanier. Everyone has heard of Captain Morgan, but who recognises the name of the aristocratic Frenchman Daniel Montbars? He killed so many Spaniards he was known as 'The Exterminator'. The fictional world of pirates, represented in novels and movies, is different from reality. What draws readers and viewers to these notorious hyenas of the high seas? What are the facts behind the fantasy? He...

Contributor Bio
Helen started writing as a teenager. Published in the UK with her Arthurian Trilogy and two Saxon novels, she was selected by US publisher, Sourcebooks, and became a USA Today bestseller. Her Sea Witch Voyages are nautical-based adventures with a touch of fantasy, and are inspired by the Golden Age of Piracy. She is the founder of Discovering Diamonds, a review blog for historical fiction, and lives in Devon.

Over the Mountains of the Sea
Life on the Migrant Ships 1870–1885
David Hastings

Summary
Drawing upon more than 80 personal diaries and journals of those on board, this resource explores the rich experience and the trials and tribulations of hopeful Anglo-Celtic pilgrims headed to Australia and New Zealand aboard migrant ships in the late 19th century. From daily routines to matters of food, health, religion, crime, and mutiny, this history unearths the humor, scandal, and personal triumph that defined the nautical pilgrimage of hundreds.

Contributor Bio
David Hastings is deputy editor of the New Zealand Herald. He lives in Auckland.
Charting the Oceans (2nd Edition)
Peter Whitfield

Summary
Mastery of the sea has been crucial in world history: the transition from the medieval to the modern world was marked by the emergence of ships from their European home waters out into the Atlantic, Indian and Pacific Oceans. Solving the problem of ocean navigation was an essential prelude to achieving international powers and the maritime nations left a unique visual record of their response to the challenge of the sea. In succession Spanish, Portuguese, Dutch, French and English mariners used their charts to express their claims to sovereignty of the seas and territories newly revealed by their naval explorers. This revised and updated book traces the history of charts not as technical documents but as eloquent witnesses to the discovery of the world beyond Europe, and to man’s evolving knowledge of the oceans. These charts employed a vivid artistic idiom which expressed man’s passionate feeling for the sea: the gilded compasses, the nightmarish sea-creatures, the stately ships, the royal crests—all these were fused into a unique art-form, which flourished for four centuries. Featu...

Contributor Bio
Peter Whitfield is a leading expert in map history and exploration. His previous books include London: A Life in Maps and Cities of the World: A History in Maps.

Ships to Remember
1400 Years of Historic Ships
Rorke Bryan, Austin Dwyer

Summary
Ships To Remember is a beautifully illustrated collection of stories about remarkable ships. Some are famous, but many, like the tugs Yelcho, Foundation Franklin, and Turmoil are virtually unknown. The book includes two boats, the Bounty’s launch and the James Caird, which completed two of the most extraordinary voyages in maritime history, but all of the vessels had interesting and dramatic careers and were involved in many major historical incidents. They include the catastrophic sinking and eventual recovery of the Vasa, Nelson’s triumph at the Battle of Copenhagen, Darwin’s epochal voyage on HMS Beagle, and pivotal World War II relief of Malta by the tanker, Ohio.

Contributor Bio
Rorke Bryan is a specialist in geomorphology and dryland management who has published widely and worked in all over the world. Austin Dwyer graduated from the Burnley School of Professional Art, Seattle, taught Illustration and Design, and co-founded Cohen-Dwyer Advertising and Marketing. A prominent marine artist, he has exhibited widely and won numerous awards.
**Views of the Salish Sea**

*One Hundred and Fifty Years of Change around the Strait of Georgia*

Howard Macdonald Stewart

Interweaving geography, biology and resource economics with history, this is a deft examination of the Strait of Georgia from the 1850s to the modern era.

It is not mere coincidence that two-thirds of the population of British Columbia occupies lands bordering its great inland sea, the Strait of Geo...

**Summary**

It is not mere coincidence that two-thirds of the population of British Columbia occupies lands bordering its great inland sea, the Strait of Georgia, and connected waterways collectively known as the North Salish Sea. Averaging forty kilometres in width and stretching some three hundred kilometres from Vancouver and Victoria in the south to Powell River and Campbell River in the north, the North Salish Sea has long sheltered a bounty of habitable lands and rich maritime resources ideal for human settlement. While the region's intricate shoreline of peninsulas, promontories, estuaries and plains has been occupied by human communities for millennia, the last century and a half has been an unprecedented age of rapid colonization, industrialization and globalization. Many books have been written about individual communities and industries around the great waterway, but none have examined the region as a geographical unit with its own dynamic systems, which can best be understood as an interrelated whole.

The Strait of Georgia has influenced human affairs, even as people have changed the ...

**Contributor Bio**

Howard Macdonald Stewart was born and raised on the shores of the North Salish Sea and has worked for the United Nations, local and national governments, international agencies, communities, NGOs and industries around the world. This book grew out of his PhD thesis in geography at the University of British Columbia. He has also contributed to numerous periodicals, and professional and academic publications. He lives on...

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**Mistress of Science**

*The Story of the Remarkable Janet Taylor, Pioneer of Sea Navigation*

John S. Croucher, Rosalind F. Croucher

It is hard to imagine a more male-dominated field in the nineteenth century than sea navigation. This was the high-point of the British Empire and sea navigation drove it. Yet in the midst of this domain Janet Taylor emerged as a young woman able to match the best male minds in the field. She was one of the most remarkable scientists of the period, and yet until now her story has not been told. A gifted mathematician, astronomer, author and instrument maker, she also possessed extraordinary skills as a teacher of navigation and businesswoman.

The sixth of eight children, Janet Taylor was born in 1804, in Wolsingham, County Durham. By the age of nine her outstanding intellectual abilities were already apparent and she was awarded a special scholarship by Queen Charlotte. She then continued her education in languages, science and mathematics. In so doing, she overcame her humble beginnings and became one of the most prominent figures in the nautical world. The only woman in over 200 years to patent a nautical instrument, her journey led her to extraordinary heights and earned her the re...

**Contributor Bio**

John S. Croucher is a Professor of Management, Macquarie University, Sydney. He has published over 130 research papers and 30 books, and for 8 years was a television presenter on football. John holds 4 PhDs and in 2013 won the prestigious Prime Minister's Award for Australian University Teacher of the Year. A fellow of both the Royal Society of Arts and the Australian Mathematical Society, in 2015 John was made a Member of the Order of Australia for 'significant service to mathematical science in the field of statistics, as an academic, author and mentor and to professional organisations'. Rosalind F. Croucher is President of the Australian Human Rights Commission and an Adjunct Professor of Law at Macquarie University. In 2011 she was recognised as one of the 40 ‘inspirational alumni’ of UNSW, where she gained her PhD in legal history. In 2014 she was named as among the 100 most influential women in the country. A fellow of the Royal Society of Arts and the Australian Academy of Law, in 2015 she was made a Member of the Order of Australia for 'significant service to the law as an aca...
Lawson Lies Still in the Thames
The Extraordinary Life of Vice-Admiral Sir John Lawson
Gill Blanchard

Summary
At the beginning of his diary, on 1st January 1660, Samuel Pepys noted that 'Lawson lies still in the River'. A mere two weeks before, amid rioting in the streets of London and with Parliament under the control of the army, Vice-Admiral John Lawson had taken a fleet of twenty-two warships into the Thames and, in defence of Parliament, blockaded the city. Despite being a staunch republican, Lawson would later aid the Restoration of Charles II, and died from wounds received in battle during the Second Anglo-Dutch War in 1665. This biography charts the tumultuous life and times of an ordinary seaman born in Scarborough who would come to play a major role in the English Civil War, the Restoration, the Anglo-Dutch Wars and the start of the transformation of England into a global political and economic power in the seventeenth century.

Contributor Bio
Gill Blanchard is a historical biographer, a writer of local histories, professional genealogist and house historian, based in Norwich. She has had four books published on tracing family and house histories and writing a family history, and writes regularly for national magazines on related topics. Other publications pending include an anatomy of a scandal in Norfolk in 1836 and a history of the Women of Norwich, 1850-1950. Gill has also undertaken many research projects for authors, academics, journalists and television production teams, including for BBC's Who Do You Think You Are? She was awarded an MA with merit in Biography and Creative Non Fiction from the University of East Anglia.

Steam Coffin
Captain Moses Rogers and The Steamship Savannah Break the Barrier
John Laurence Busch

Summary
For millennia, humans well-knew that there was a force far more powerful than they upon the Earth, and that was Nature itself. They could only dream of overcoming its power, or try to believe in the myths and fables of others who supposedly had done so. Then, at the dawn of the 19th century, along came a brilliant, creative, controversial American by the name of Robert Fulton. In the late summer of 1807, he ran his experimental "steamboat" from New York City to Albany, not once, but repeatedly. With these continuing commercial trips, Fulton showed that it was possible to alter artificially both a person's location and the amount of time it took to change it. In so doing, he also broke through an enormous psychological barrier that had existed in people's minds; it was, in fact, possible to overcome Nature to practical effect.
But running these steamboats on rivers, lakes and bays was one thing. Taking such a vessel on a voyage across the ocean was a different proposition altogether. Experienced mariners didn't think it could be done. These early steamboats were just too flimsy and...

Contributor Bio
John Laurence Busch is an independent historian who has uncovered a wealth of never-before-published information on Moses Rogers and the Savannah. He lives in Connecticut.
Captain Cook's Merchant Ships
Free Love, Three Brothers, Mary, Friendship, Endeavour, Adventure, Resolution and Discovery
Stephen Baines

Summary
The first book to tell the full story of Cook's merchant ships in their historical context

While the story of *Endeavour* is widely written about, Captain Cook sailed in or with eight ships that began their lives as merchant ships. This detailed illustrated history tells the story of these ships and the people who sailed in them. In placing these ships and people in the personal, political, social, financial, scientific, and religious contexts of their times, this book provides a comprehensible account of the Eighteenth Century. Often using contemporary sources, this gripping account fills a gap in Cook history and attempts to catch something of that exciting, violent, gossipy but largely untaught and unknown, period through which these vessels and their people sailed literally and figuratively between the old world and the new.

Contributor Bio
Stephen Baines is the author of *The Yorkshire Mary Rose: The Ship General Carleton of Whitby*.

Arrived on This Ship
Great Lakes Postcards from the Early Twentieth Century
Hudson Keenan

Summary
Arrived on this Ship is about travel on the Great Lakes one hundred years ago. It is an album of ship postal cards from the first two decades of the twentieth century. More than just an album, author Hudson Keenan has written about historical events, technology of the day, and lifestyles as each individual card suggests. Ship views are divided by the types of vessels and travel locations on the Lakes. All five Great Lakes are represented with postcards from Canada and the United States. Keenan has included comments on card publishers and a special section on the US Marine Postal Service. Maps of the Great Lakes enable one to locate the general vicinity of each view. Original standard 3½ by 5½ inch postcards from the authors collection were used for the reproductions in this book.

Contributor Bio
A native of Michigan with special interest in the Great Lakes, Hudson Keenan is a graduate of Central Michigan University and Michigan State University. He served in the US Army as a Terrain Analyst in Europe. On completion of service, he taught high school science for thirty-five years. Keenan began collecting Great Lakes ship postcards over twenty-five years ago. The growing collection spurred his interest in Great Lakes history. Now in retirement, Keenan has drawn together portions of his collection into this book. He has authored a number of articles for historical journals, mostly on roads and railroads. In 1999 he published a book *Storms & Other Extreme Weather Events in Central Michigan*. 
The Adventures of Onyx and The Race to Mackinac
Tyler Benson, David Geister

Summary
The Chicago to Mackinac Island sailboat race has entered the final mile of their 333 mile journey, but they're in trouble. An overnight weather shift is causing high gusts and huge waves. More than 350 sailboats are trying to make it to the finish line in the Round Island Passage. The Coast Guard is on high alert, but Onyx's puppies, Search and Rescue, are rambunctious and creating a distraction on the response boat. The puppies are still in training and haven't learned to stay calm and listen to commands like Onyx does. But when the crew needs assistance locating and rescuing the drifting sailor, Search and Rescue prove that they can truly live up to their names.

Contributor Bio
Tyler Benson is from St. Louis, Michigan. He has served in the United States Coast Guard for more than 18 years. He began writing short stories about his search and rescue adventures in the Coast Guard to educate his three young daughters about what Daddy does when he goes on duty for 48 hours at a time. He wanted his daughters to learn the importance of service to their country and helping those in need. To help his daughters better understand his job, Tyler wrote the stories featuring his real station's morale dog, Onyx. These stories soon evolved into a dream. This dream would be a tribute and a way to bring recognition to all who serve or have served in the United States Coast Guard. Tyler is still currently serving in the United States Coast Guard in Highlands, New Jersey, where he lives with his wife, Kristy, and four children.

David Geister is a Minneapolis, Minnesota-based artist who specializes in historical art, picture book illustrations and landscape paintings. He has illustrated over a dozen children's books including, The Adventures of Onyx series, B is for Battl...

William Bee's Wonderful World of Trains and Boats and Planes
William Bee

Summary
William Bee shows readers his harrier jump jet, which can take off vertically, his World War I fighter plane that can perform amazing stunts, the steam locomotive (peep peep!), the mini submarine, his speedboat (occasionally stolen by Sparky the Dog), and even his space rocket! Blast off! The Cone family are helping, or is that hindering?, with the transport, as is Sparky. Perfect for every child fascinated by amazing vehicles that can fly, float, dive underwater, travel on tracks and blast off into outer space! Vroom Vroom! Peep Peep! We have blast off!

Contributor Bio
William Bee is the author of And the Train Goes . . . and Stanley the Mailman.
Saltwater Summer
Roderick Haig-Brown

Winner of the Governor General’s Literary Award

Summary
This tale of a young man’s first summer as a commercial salmon fisherman on the BC coast, written in 1948 by the renowned fisherman and outdoor adventure writer Roderick Haig-Brown, has become a modern classic.

Don Morgan has made enough money trapping on northern Vancouver Island to realize his dream: he has bought himself a 32-foot West Coast salmon troller, Mallard. In early summer, with his pal Tubby, he sets off on his great adventure, which does not unfold quite as he had pictured it. Don has a lot to learn—not just about commercial fishing, but about growing up. The fishing is so poor that Don could lose his beloved boat before the first season is over. But in the end, Don’s own good sense prevails, his real friends come through, and he finds a way to overcome his troubles—running into some real-life adventure in the process.

Contributor Bio
Roderick Haig-Brown (1908-1976) remains one of North America’s most popular and best-loved writers about the outdoors. He was born in England and settled in Campbell River, BC, in 1931. He was a dedicated conservationist and a prolific writer, author of many articles and stories and 25 books, including novels, books about sport fishing and stories for young readers, including the classic Saltwater Summer. Haig-Brown also served as a magistrate and as chancellor of the University of Victoria.

Lighthouses for Kids
History, Science, and Lore with 21 Activities
Katherine L. House

Summary
Bringing to life an era when rivers, lakes, and oceans were the nation’s highways and lighthouses served as traffic signals and maps, this comprehensive reference provides children with an in-depth history of lighthouses and firsthand stories of the challenges faced by lighthouse keepers. Filled with engaging activities such as learning how to tie a bowline knot and building a model lighthouse, this unique book also includes a field guide to U.S. lighthouses, places to visit, a time line, glossary, websites to explore, and a reading list for further study.

Contributor Bio
Katherine L. House is a freelance writer who has contributed to The New York Times, The Washington Post, FamilyFun magazine, FamilyTree magazine, and the New Jersey Lighthouse Society’s newsletter. She has visited more than 100 lighthouses in the U.S. and Canada.
The Lighthouse
The Mystery of the Eilean Mor Lighthouse Keepers
Keith McCloskey

Summary
What really happened to the mysteriously vanished lighthouse keepers of the Flannan Isles—a true story, evocative of The Shining

On December 26, 1900, the vessel Hesperus arrived at Eilean Mor in the remote Outer Hebrides with relief lighthouse men and fresh provisions. Staffed by three keepers, the lighthouse had been in operation for a year, but no light had been seen from Eilean Mor for 10 days. Upon arrival, the superintendent, Robert Muirhead, found the lighthouse to be completely deserted, and a subsequent search of the surrounding island failed to show any sign of what happened to the keepers. The last entry in the lighthouse logbook had been made on December 15, and contained a number of strange and distressing entries that offered clues as to the mental state of the men. One was reported to have been crying, while another had become "very quiet."

When it was revealed that the men’s oilskin coats were missing and the clock in the lighthouse had stopped, inevitable theories surrounding the keepers’ fates were soon put forward. These included a giant wave washing them away, murr...

Contributor Bio
Keith McCloskey is the author of Airwork: A History and Mountain of the Dead.

Light in the Darkness
A History of Lightships and the People Who Served on Them
Liam Clarke

Summary
Light in the Darkness examines the origins of the lightship service, the obstacles and prejudices that faced originators of the idea and the subsequent development of the vessels and working practices over the years. Throughout the centuries, this dangerous occupation has claimed the lives of a number of lightship crews and those who tried to save them. The lives and working conditions of the brave men, who for over 260 years put their lives at risk guiding ships safely to their destinations, has been almost forgotten. Who were these brave men? Why did they do this vital work? Where did they live and what was the effect upon local communities when these tragedies occurred? Dr Liam Clarke answers these questions with a discussion of local lightship disasters including interviews with some of those who once served. The author, born into a family with a long history of lightship service, has a deep understanding of the dangerous working conditions and the pressures that this lifestyle had on the men and their families. He uses this to portray a lonely and hazardous life which few now remem...

Contributor Bio
Dr Liam Clarke is a retired educationalist and has written a number of academic books and papers. He has been a member and Trustee of the Castleton Historical Society for many years and has a great interest in local and family history. 'Light in the Darkness’ is the product of research into his family history and his own experiences of being brought up in a sea-faring family in a small local port in South East Ireland. Members of his family have served in the Light Ship Service since the late 19th century.
Koombana Days
Annie Boyd

Summary
The elegant, ultra-modern SS Koombana arrived in Western Australia in March 1909; after only three years of service in the North West of Australia, the ship and her entire complement disappeared in a late-summer cyclone off the Pilbara coast in 1912. All 156 lives were lost but the wreck was never found. This thoroughly researched and compelling book comes closer than ever before to solving the mystery of Australia’s most significant maritime disaster. Author Annie Boyd spent months camping along the coast, diving and investigating wrecks, researching the Koombana, and meeting with descendants of those lost in the tragedy. This insightful account is the culmination of her work, which includes a 20,000 page online resource with background material and primary sources.

Contributor Bio
Annie Boyd is an experienced diver and maritime history researcher who investigates shipwrecks in Western Australia.

Women and Children Last
The Burning of the Emigrant Ship Cospatrick
Charles Clark

Summary
The period saw a number of catastrophic shipboard fires, but that involving the New Zealand-bound emigrant ship Cospatrick was certainly the most destructive. When she burned and sank off the coast of Southern Africa in 1874, nearly 500 people lost their lives. There was a desperate battle to quench the fire, a huge death toll as the vessel was being abandoned, and acts of cannibalism in the one lifeboat that remained afloat.

Contributor Bio
Charles Clark began his working life as a merchant seaman in the British Merchant Navy and later became a research chemist, with a doctorate from the University of Stirling, Scotland. He is well equipped for this discussion of safety at sea. As an academic, he is the co-author of 90-100 publications in refereed international chemistry journals and three book chapters. He has worked at the Australian National University and the University of Otago.
**Batavia**

Peter FitzSimons

**Summary**

The Shipwreck of the Batavia combines in just the one tale the birth of the world's first corporation, the brutality of colonisation, the battle of good vs evil, the derring-do of sea-faring adventure, mutiny, ship-wreck, love, lust, blood-lust, petty fascist dictatorship, criminality, a reign of terror, murders most foul, sexual slavery, natural nobility, survival, retribution, rescue, first contact with native peoples and so much more. Described by author Peter FitzSimons as "a true Adults Only version of Lord of the Flies, meeting Nightmare on Elm Street," the story is set in 1629, when the pride of the Dutch East India Company, the Batavia, is on its maiden voyage en route from Amsterdam to the Dutch East Indies, laden down with the greatest treasure to leave Holland. The magnificent ship is already boiling over with a mutinous plot that is just about to break into the open when, just off the coast of Western Australia, it strikes an unseen reef in the middle of the night. While Commandeur Francisco Pelsaert decides to take the long-boat across 2000 miles of open sea for help, hi...

**Contributor Bio**

Peter FitzSimons is a journalist with the *Sun-Herald* and the *Sydney Morning Herald*, and the author of more than 20 books, including *How Hemlines Predict the Economy* and *Mawson*.

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**Shipwrecks of the Lakes**

Dana Thomas Bowen

**Summary**

Tales of shipwrecks have a definite fascination and a universal appeal. They are not only exciting and thrilling but usually contain some element of mystery. They recount the struggle of man to survive, pitting himself, or in several instances herself, and the ship against the elements of destruction, calling forth his utmost skill, his strength, and his ingenuity, often with his very life as the high stake. Some emerge heroes; others are never heard from again. In this book are told only a selected number of the outstanding number of the shipwrecks of the Great Lakes. To attempt to put into a single book all the shipwrecks occurring on the Great Lakes would be sheer folly. Here are true tales of dozens of thrilling shipwrecks told in an interesting manner - complete with dozens of photographs. Heroic rescues from Duluth to the St. Lawrence make fascinating reading. Shipwrecks are recounted, covering a period of over one hundred years, from the old wooden immigrant steamers and the lofty-masted sailing vessels, up to the present ships of today. Much lake lore is woven into the tales...

**Contributor Bio**

A native of Cleveland, Ohio, Dana Thomas Bowen (1895-1980) has always been fascinated by the Great Lakes. His books have remained in print for over 60 years, offering a lively history of these inland seas he loved so much.
Wrecks and Rescues of the Great Lakes
A Photographic History
James P. Barry

Summary
The waters of the Great Lakes are among the most treacherous in the world. Violent storms churn up waves and unpredictable currents capsize large vessels or cast them onto shoals and rocks where they are battered to pieces. An estimated 10,000 ships have fallen prey to the fury of the Great Lakes during the 150 years of their navigational history. This figure compares to an equal number of disasters which have occurred over the past 300 years around the British Isles. Yet despite the fascinating nature of the topic and the enormity of the problem, there has been an absence of informative published material on this theme. James P. Barry’s Wrecks and Rescues of the Great Lakes fills the gap. Shipwrecks on the Great Lakes began almost as soon as there were ships to be wrecked. One of the first vessels built there by the French, the Frontenac, was wrecked in 1679. The book reveals the severity of the weather through dramatic photographs of shipwrecks, and graphic descriptions of the events surrounding them. The Victorian and Edwardian wrecks on the Canadian shore are depicted in minute detail...

Contributor Bio
Jim Barry’s history of the maritime disasters of the Great Lakes is well researched and documented. It includes 149 black-and-white photographs of wrecks from the late 19th century as well as the 20th century. The author includes a comprehensive bibliography, notes, and an index. James Barry made his first voyage on a lake freighter at the age of eight, and soon afterward learned to sail in a Mackinaw boat. His interest in the Great Lakes continued through a career as a Regular Army Officer, a university administrator, director of an arts organization, and editor of a quarterly review. Seven of his previous books have dealt with various aspects of the Lakes. Barry’s other published books include: Ships of the Great Lakes: Georgian Bay, The Sixth Great Lake; The Fate of the Lakes; The Battle of Lake Erie; The Great Lakes and Georgian Bay an Illustrated History. Barry’s newest title, Old Forts of the Great Lakes: Sentinels in the Wilderness, continues the tradition of comprehensively researched and dramatically presented titles about the Great Lakes and their history.

The Sunken Gold
A Story of World War I Espionage and the Greatest Treasure Salvage in History
Joseph A. Williams

Summary
On January 25, 1917, HMS Laurentic struck two German mines off the coast of Ireland and sank. The ship was carrying 44 tons of gold bullion to the still-neutral United States via Canada in order to finance the war effort for Britain and its allies. Britain desperately needed that sunken treasure, but any salvage had to be secret since the British government dared not alert the Germans to the presence of the gold. Lieutenant Commander Guybon Damant was the most qualified officer to head the risky mission. Wild gales battered the wreck into the shape of an accordion, turning the operation into a multiyear struggle of man versus nature. As the war raged on, Damant was called off the salvage to lead a team of covert divers to investigate and search through the contents of recently sunk U-boats for ciphers, minefield schematics, and other secrets. The information they obtained, once in the hands of British intelligence, proved critical toward Allied efforts to defeat the U-boats and win the war.

But Damant had become obsessed with completing his long-deferred mission. His team struggled fo...

Contributor Bio
**Shipwreck Archaeology in Australia**
Michael Nash

**Summary**
More than 7,000 shipwrecks have occurred in Australian waters since the loss of the Trial in 1622. Shipwreck Archaeology in Australia provides an up-to-date summary of the most significant maritime archaeology projects undertaken in Australia over the past 30 years. The book contains comprehensive maps and many previously unpublished photographs documenting leading maritime archaeologists' work on some of Australia's most important shipwreck sites. It tells the story of how a unique underwater resource has been conserved and protected as part of Australia's rich maritime heritage.

**The Wreck of the SS London**
Simon Wills

**Summary**
The loss of the Costa Concordia in 2012 shocked Europe when thirty-two passengers died on a luxury liner. Yet in mid-Victorian times, more lives than this were lost in shipwrecks every week. This book will tell the story of one particularly notorious Victorian wreck that the author has been researching for over ten years. The sinking of the SS London in 1866 provoked incredulity because of the especially heavy death toll: a large, new, luxury liner en route to Australia went down shortly after leaving England. All but three passengers died, including several well-known personalities, and the captain himself was a celebrated mariner. This book tells the story of the vessel's loss within the wider context of mid-Victorian maritime history – a time of great change. Seamen led a precarious existence as employees and faced many dangers, yet the British Empire was expanding and it needed them. The technology and appearance of ships were changing rapidly, passenger expectations were evolving, and behind it all was the often treacherous business of managing shipping lines.

**Contributor Bio**
Dr Simon Wills is a maritime genealogist and writer based in Southampton.
Shipwrecks of the Cunard Line
Sam Warwick, Mike Roussel

Summary
This fascinating book provides a unique history and record of the final underwater resting places of ships of the Cunard Line, whose rich history spans nearly two centuries. Charting the period from 1843-1974, the book includes a detailed history of each vessel leading up to the time of its loss, including Ascania, Alaunia, Aurania, Campania, Lusitania, Malta, Oregon, Scotia, and Carpathia, famous for rescuing the survivors from the Titanic. Events surrounding the wrecking of each vessel are thoroughly explored and unique accounts incorporated from divers who have explored the wreck, along with stunning underwater images of the wrecks. Finishing off with practical data for interested divers, this unusual history offers a fresh analysis of maritime history.

Contributor Bio
Sam Warwick's grandfather was first master of QE2, and his father was a master of QE2 and first master of QM2. Sam has spent much of his life at sea, including wreck diving all over the world, logging over 1,000 dives. He has run the site www.qe2.org.uk since 1995. Mike Roussel is a writer and historian. The pair have also co-written Shipwrecks of the P&O Line.

Titanic
A Survivor's Story & the Sinking of the S.S. Titanic
Colonel Archibald Gracie, John B. Thayer

Summary
Two survivors' accounts of the sinking of the Titanic. The information contained in Colonel Gracie's story is available from no other source. He provides details of the final moments, including names of passengers pulled from the ocean and of those men who, in a panic, jumped into lifeboats as they were being lowered. Walter Lord, author of A Night to Remember, calls Gracie "an indefatigable detective." John Thayer was, like Gracie, one of the last to leave the ship. His account, The Sinking of the S.S. Titanic, is meticulously detailed. The sinking of the Titanic was, in his eyes, a symbol of the end of the world that he knew, and the beginning of a frightening new era.

Contributor Bio
Colonel Archibald Gracie IV was an American writer, real estate investor, and survivor of the sinking of the Titanic. Gracie was a member of the prominent Gracie family, which had built the famed Gracie Mansion, currently the residence of the mayor of New York City. He wrote two books, The Truth About Chickamauga and The Truth About the Titanic, a detailed account of the sinking from a survivor's perspective. Gracie's health suffered as a result of the ordeal, and he passed away less than eight months later, his dying words being "We must get them all into the boats." John B. Thayer was 17 at the time he escaped from death in the sinking of the Titanic.
Titanic 9 Hours to Hell
The Survivors' Story
W. B. Bartlett

Summary
A major new history of the disaster that weaves into the narrative the first-hand accounts of those who survived. It was twenty minutes to midnight on Sunday 14 April, when Jack Thayer felt the Titanic lurch to port, a motion followed by the slightest of shocks. Seven-year old Eva Hart barely noticed anything was wrong. For Stoker Fred Barrett, shovelling coal down below, it was somewhat different; the side of the ship where he was working caved in. For the next nine hours, Jack, Eva and Fred faced death and survived. They lived, along with just over 700 others picked up by 08.30 the next morning. Over 1600 people did not. This is the story told through the eyes of Jack, Eva, Fred and over a hundred others of those who survived and either wrote their experiences down or appeared before the major inquiries held subsequently. Drawing extensively on their collective evidence, this book weaves the narrative of the events that occurred in those nine fateful hours. The stories of some are discussed in detail, such as Colonel Gracie, a first-class survivor, and Lawrence Beesley, a schooltea...

Contributor Bio
W. B. Bartlett has worked across the globe in almost twenty countries and has spent time in over fifty. He is the author of many history books for Amberley including titles on the Titanic, Medieval History and Dam Busters. He lives in Bournemouth.

RMS Titanic Colouring Book
Steve Hall, Bruce Beveridge, Lucy Hester

Summary
This stunning coloring book presents the ship in all her glory, dwelling on the details of her staircases and staterooms, decks and dining rooms, Turkish baths and swimming pool, as well as showcasing her steaming out to sea. Finally presenting the ship resting on the ocean floor, this evocative book is sure to captivate enthusiasts for hours.

Contributor Bio
Steve Hall co-authored Titanic in Photographs and contributed to Titanic: The Ship Magnificent and Titanic: A Centennial Reappraisal. Bruce Beveridge co-authored Titanic or Olympic: Which Ship Sank? with Hall, and was the lead author for Titanic: The Ship Magnificent. He lives in Florida.
**Titanic and the Mystery Ship**
Senan Molony

**Summary**
As the Titanic was swallowed by a freezing sea, over 800 miles from the nearest land, her 2,200 passengers and crew attempted desperately to advert tragedy. Lifeboats were lowered, and constant SOS signals sent, but most realised they would require a miracle to avoid their doom. And then it came. Approaching over the horizon was a ship, coming ever closer and then stopping within five or six miles of the Titanic. The joy on board the sinking ship was unimaginable; the crew even reassured passengers that rescue was imminent. Agonisingly, however, the vessel did not come to the rescue - despite rockers of appeal - but gradually turned and moved away, abandoning over 1,500 people to their fate. The search for the 'Mystery Ship' began immediately, and both Britain and the USA accused a ship called the Californian of deserting the Titanic in her hour of need. But was the 'Mystery Ship' the Californian? For the first time, this book explores the totality of evidence, with the discovery of the Titanic's actual wreck site in 1985 allowing crucial insights not available during official investi...

**Contributor Bio**
Senan Molony is Political Editor with the Irish Daily Mail. He has over twenty years experience in covering all forms of civil and criminal trials, judicial tribunals and inquiries.

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**The Titanic Expeditions**
Diving to the Queen of the Deep: 1985–2010
Eugene Nesmeyanov, Dr. James P. Delgado, George Be...
RMS Titanic
The Wider Story
Patrick Mylon

Summary
While much has been written about the Titanic disaster and its victims, the tragedy sent repercussions around the world. Here Patrick Mylon explores many of the lesser-known aspects of Titanic's legacy, telling the story around the disaster. Using rare and often previously unpublished images from his collection of White Star memorabilia, he puts emphasis on the vessels, events, and locations Titanic encountered, was affected by and influenced in her short life. From strike-bound ships at Southampton, via those vessels that sent her ice warnings on that fateful night, through to the rescue vessels Carpathia and others, special trains, company advertising, newspaper reports, memorials, and even sheet music, this history provides a visual record of the disaster from a new perspective.

Contributor Bio
Patrick Mylon has spent his working life in the travel industry. He is a member of various societies connected with the Titanic and the White Star Line. He is the author of The White Star Collection and The Unseen Olympic.

A Girl Aboard the Titanic
The Remarkable Memoir of EVA Hart, a 7-year-old Survivor of the Titanic Disaster
Eva Hart, Ron Denney

Summary
'I saw that ship sink, I never closed my eyes. I saw it, I heard it, and nobody could possibly forget it. I can remember the colours, the sounds, everything. The worst thing I can remember were the screams.' EVA HART This is the amazing story of how Eva survived the sinking of the Titanic - the disaster that claimed the life of her father. The events of a few hours during her childhood had a huge impact on Eva. Her vivid memories of being bundled into a lifeboat and of watching the unsinkable ship slip beneath the surface remained with her for the rest of her life, although it was nearly forty years before she could talk openly about the tragedy. A Girl Aboard the Titanic is the only eyewitness description we have from a child of this famous maritime disaster.

Contributor Bio
Eva Hart was one of the most outspoken survivors concerning the Titanic's lack of sufficient lifeboats and of any salvage attempts of the Titanic after its discovery in 1985. She lived for many years in Chadwell Heath in London and died in 1996. Professor Ron Denney and Eva were friends for many years and he aided her in writing up her memories. Ron Denney lives in Sevenoaks.
Conspiracies at Sea
Titanic and Lusitania
J. Kent Layton

Summary
Great disasters always attract conspiracy theories and this is just as true of disasters at sea as it is of those on land or in the air. The sinkings of the Titanic and the Lusitania, two of the great maritime disasters of the twentieth century, have attracted more than their share of these theories. Was the sinking of the Titanic a plot by J. P. Morgan to remove opponents to his plan to create a US Federal Reserve Bank? Was the construction of the ship substandard? Was the ship that hit the iceberg that night even the Titanic at all? Might it not have been her sister Olympic instead? And was the Lusitania deliberately allowed to sail into harm’s way to provoke the US into joining the First World War? Was her name obscured so the U-boat captain did not know what ship he was firing on? And how much ammunition was she carrying aboard? In this book, maritime historian and ocean liner expert J. Kent Layton examines these and more conspiracy theories and helps lay them to rest.

Contributor Bio
J. Kent Layton has studied the history of the great Atlantic liners for over three decades. His books bring together, for the first time, many fabulous images, from numerous collections around the world to complement his outstanding research on the great Atlantic vessels. He is an active member of the Titanic Research & Modelling Association and lives in Central New York State. He lives in the Finger Lakes region of Central New York, and divides his time between his writing and his work as a piano tuner.

On a Sea of Glass
The Life & Loss of the RMS Titanic
Tad Fitch, J. Kent Layton, Bill Wormstedt, George ...
The Truth About the Titanic
A Survivor's Story
Archibald Gracie, Campbell McCutcheon

Summary
Awakened by the shuddering of a huge iceberg puncturing the side of the ship, Colonel Archibald Gracie was quickly dressed and on deck to see the aftermath of what was to become the most famous collision in history. He had gone to bed early on the night of 14 April 1912, expecting to be up with the larks, and enjoying a session in the gym and a game of squash before breakfast but by morning he was standing atop an overturned lifeboat awaiting rescue from the frozen North Atlantic. The night's exertions were to have a huge effect on Gracie. He began to write the story of the tragic events soon after he was back on dry land, completing most of the task by Autumn 1912. Telling the story of the last few hours of the sinking Titanic, and his miraculous escape as she plummeted 14,000 feet to the ocean floor, Gracie's book is recognised as simply the best account of the disaster. He died in December 1912, while proofing the manuscript, but the Truth about the Titanic remains today as the most accurate of the eyewitness accounts, recording Gracie's own story as well as that of each of the li...

Contributor Bio
Archibald Gracie was an American writer and historian. He died in December 1912, as the proofs for his book about the Titanic were being worked on. He has provided us with the best first-hand account of the sinking. Campbell McCutcheon has had a life-long interest in the Olympic-class vessels and naval shipping. He has written extensively on the subject along with some Military History and Bradshaw's Railway titles for Amberley. He lives in Gloucestershire, but he was born within sight and sound of the water and has been interested in ships from a young age.

Titanic Voices
63 Survivors Tell Their Extraordinary Stories
Hannah Holman

Summary
There were over 700 survivors of the Titanic disaster and their horrific experience has captivated readers and moviegoers for over 100 years. But what was it actually like for a woman to say goodbye to her husband? For a mother to leave her teenage sons? For the unlucky many who found themselves in the freezing Atlantic waters? Titanic Voices is the most comprehensive collection of Titanic survivors' accounts ever published and includes many unpublished and long-forgotten accounts, unabridged, together with an authoritative editorial commentary. It is also the first book to include substantial accounts from female survivors and those travelling third class.

Contributor Bio
Hannah Holman is the author of several books including the best selling Titanic Voices ('Heartstopping accounts' Juliet Gardiner, BBC History Magazine), Art Donahue's Life As A Battle Of Britain Spitfire Pilot ('Warmly recommended' All About History) & The Tommies' Manual 1916 ('A fascinating read' Great War Magazine). She studied English Literature at the University of Birmingham & works for a City firm managing public sector assets. Married with four children, she lives in Bath.
On Board RMS Titanic
Memories of the Maiden Voyage
George Behe

Summary
The first book in which Titanic’s passengers and crew are permitted to tell the story of the disaster entirely in their own words, via letters, postcards, diary entries, and memoirs written before, during, and immediately after the maiden voyage itself. Many of the pre-sailing documents represent the last communications that these people had with loved ones at home. These letters and postcards give an unparalleled description of the events that occurred during the five days that Titanic was at sea, and the communications written by survivors after the sinking describe the horror of the disaster itself and the heartbreak they experienced at the loss of loved ones.

Contributor Bio
George Behe is former vice president of the Titanic Historical Society. He has written numerous articles about the ship for the Titanic Historical Society’s journal, the Commutator.

The 'Big Four' of the White Star Fleet
Celtic, Cedric, Baltic & Adriatic
Mark Chirnside

Summary
The White Star Line’s Celtic (1901), Cedric (1903), Baltic (1904) and Adriatic (1907), collectively known as the 'Big Four,' served for a combined 110 years. Together they carried around 1.5 million passengers on the Liverpool to New York and Southampton to New York routes during their time in service. Arguably the most successful series of ships the company ever produced, they have been overlooked in maritime literature until now. Here Mark Chirnside relates the history of the 'Big Four,' in many ways the forerunners of the famous 'Olympic' class ships. Features including a gymnasium and Turkish and electric baths were tested on Adriatic before their use on Olympic, Titanic and Britannic. Charting their history from civilian passenger ships to armed merchant cruisers and troop ships in World War I, this book explores the adventures and experiences passengers and crew had on board over the decades.

Contributor Bio
Mark Chirnside is a well-known maritime researcher and author. He has previously written The 'Olympic' Class Ships: Olympic, Titanic & Britannic; RMS Olympic: Titanic's Sister; RMS Majestic: The 'Magic Stick'; RMS Aquitania: The Ship Beautiful and Olympic, Titanic & Britannic: An Illustrated History of the 'Olympic' Class Ships.
**Rich Men Poor Men**  
*Ryersons on the Titanic*  
Phyllis Ryerse

**Summary**
When Titanic sailed on her maiden voyage she carried two cousins. One, one of the richest men aboard and the other a steward in Second Class. Both Ryersons had never met and never knew each other was on board but their unique tale is told by Phyllis Ryerse, a relative herself of both. As the ship went down, Steward William Ryerson made it into lifeboat 9, while Arthur Ryerson placed his family into boat 4. The Ryersons had been making a rushed dash back to the USA, after the death of their son in an automobile accident. Little did Emily Ryerson know that both her son and husband would die so tragically. William Ryerson, a cousin of one of the richest men aboard, had been born in Canada but had served with the British Army before becoming a steward aboard Titanic. Phyllis Ryerse tells the story of the Ryersons aboard Titanic and illustrates the story with many unseen images.

**Contributor Bio**
Phyllis Ryerse tells the story of her relatives aboard the Titanic. She lives in Canada.

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**Down Amongst the Black Gang**  
*The World and Workplace of RMS Titanic's Stokers*  
Richard P. de Kerbrech

**Summary**
One of the first works to look inside the powerhouse of Titanic-era ships—the manpower that generated the horsepower, including a list of the ship’s "black gang" and their fates

Down in the fiery belly of the luxury liners of the Titanic era, a world away from the first-class dining rooms and sedate tours of the deck, toiled the "black gang." Their work was grueling and hot, and this book introduces the reader to the dimly lit world and workplace of Titanic's stokers. It begins with a journey around some of the major elements of machinery that one might encounter in the giant ships' engine and boiler rooms, sure to sat those with technical minds, yet in an accessible style that will aid the lay reader’s understanding. The human side of working for the Titanic and her contemporaries is also involved in an exploration of stokers' duties, environment, and conditions: what it was like to be one of the "black gang."

**Contributor Bio**
Richard P. de Kerbrech served a marine engineering apprenticeship, was a naval inspector, and studied naval architecture and shipbuilding. He is the author or coauthor of 15 books on maritime subjects, including *Ships of the White Star Line.*
Guide to the Crew of Titanic
The Structure of Working Aboard the Legendary Liner
Günter Bäbler

Summary
This valuable study provides a much-needed insight into the confusing and complicated world of the crew of Titanic. It examines the jobs on board and what they involved, explaining watch systems and the hierarchy. It solves many mysteries, from night watchmen that do not appear as such in the muster lists, boots stewards who did not shine shoes and information on tips, salaries and hidden bonuses. This important book breathes life into the story of the ship and its crew, of which 76.4% died in the sinking. This work will be of immense value to enthusiasts around the world.

Contributor Bio
Günter Bäbler is co-founder of the Swiss Titanic Society and its president since 1998. He has published countless articles for the magazine Titanic Post and other societies and written books on the Swiss passengers and crew. He has thousands of Titanic-related books and photographs.

Olympic, Titanic, Britannic
An Illustrated History of the Olympic Class Ships
Mark Chirnside

Summary
A pictorial celebration of the world-famous sister ships: the Olympic-class liners
A maritime expert tells the story of the sister ships using previously unseen pictures, passenger diaries, and deck plans, illustrating Olympic’s successful career; the premature ends of her two unfortunate sisters; and the experiences of those onboard. Designed for passenger comfort, they were intended to provide luxurious surroundings and safe, reliable transport rather than record-breaking speed. Ironically, fate decreed that only Olympic would ever complete a single commercial voyage and she went on to serve for a quarter of a century in peace and war. Titanic’s name would become infamous after she sank on her maiden voyage. The third sister, Britannic, saw a brief and commendable career as a hospital ship during World War I, sinking in the Aegean Sea in 1916.

Contributor Bio
Mark Chirnside is the author of The Olympic Class Ships, RMS Aquitania, RMS Majestic, and RMS Olympic.
Report into the Loss of the SS Titanic
Samuel Halpern

Summary
Samuel Halpern has written widely on Titanic and often used the 1912 wreck report as a source of reference. It occurred to him one day how fascinating it would be if a team of dedicated, passionate, and expert authors were to issue a modern day report, with the knowledge we have today—what would such a report look like? In this book we have the answer. Following the basic layout of the report, this team provides fascinating insights into the ship herself, the American and British inquiries, the passengers and crew, the fateful journey and ice warnings received, the damage and sinking, protocol and process of rescue, the circumstances in connection with the SS Californian and SS Mount Temple, and the aftermath and ramifications around the world.

Contributor Bio
Samuel Halpern has written many articles on Titanic and gives regular presentations. A member of the Titanic Historical Society and Titanic International Society, he has organized authors from around the world to write this book, including Steve Hall and Bruce Beveridge, Tad Fitch, George Behe, Cathy Akers, Jordan, Captain Charles Weeks, and Mark Chirnside.

RMS Olympic
Titanic's Sister
Mark Chirnside

Summary
The definitive study on this famous and highly successful White Star liner

Sitting around a dining room table in 1907, the owners of the White Star Line discussed their competition to the newly-built Cunard liners, Lusitania and Mauretania. From that smoke-filled room came the first designs of three White Star superliners. Olympic and Titanic were to be built at Harland & Wolff's yard in Belfast, while the third ship was to follow after construction had been completed on the first pair of sisters. The only ship to make a return passenger voyage was Olympic and she was always overshadowed by her younger sisters. This is the definitive story of Titanic's sister RMS Olympic.

Contributor Bio
Mark Chirnside is a maritime historian. He has previously written Olympic, Titanic, Britannic: An Illustrated History of the Olympic Class Ships; RMS Aquitania: The Ship Beautiful; Olympic Class Ships: Olympic, Titanic, Britannic; RMS Olympic: Titanic's Sister; and RMS Majestic.
The Unsinkable Titanic
The Triumph Behind a Disaster
Allen Gibson

Summary
In this unparalleled investigation that deconstructs the modern hindsight that has tainted Titanic’s legacy, Allen Gibson presents a comprehensive history with a refreshing argument, that Titanic represented a considerable achievement in maritime architecture. Telling the story of the ‘unsinkable’ ship against a backdrop of a tumultuous and rapidly emerging technological world, he exposes the people and the circumstances that contributed to the disaster, and the blame that went on in its aftermath. This expanded edition further unravels the mindset that willfully dispatched the world’s largest ship out to sea with a famously deficient supply of lifeboats, and lays bare the technology so dramatically destroyed.

Contributor Bio
ALLEN GIBSON has been fascinated by Titanic since childhood and has spent many years researching the topic. After spending much of his career working for Government establishments, including the House of Commons, the Foreign Office and Downing Street, he also worked for the Underwater Wreck Licensing Branch for the Department of National Heritage, responsible for safeguarding Britain’s interest for Titanic.

Titanic
Archibald Gracie

Summary
Here is a survivor’s vivid account of the greatest maritime disaster in history. The information contained in Gracie’s account is available from no other source. He provides details of those final moments, including names of passengers pulled from the ocean and of those men who, in a panic, jumped into lifeboats as they were being lowered, causing injury and further danger to life. Walter Lord, author of ‘A Night to Remember’, comments that Gracie’s book - written shortly before he died from the exposure he suffered on the night - is “invaluable for chasing down who went in what boat”, and calls Gracie “an indefatigable detective”.

Contributor Bio
Colonel Archibald Gracie was an American writer, amateur historian, real estate investor, and survivor of the sinking of the RMS Titanic.
Titanic 101
The Great Infographic History
Steve Hall, Katie Beard

Summary
101 fascinating facts about the Titanic, all in fresh, modern infographics

How many rivets did it take to build the Titanic? How many millionaires were on board, and how many enjoyed their own private bathrooms? How many women, men, children, and dogs survived the sinking compared to how many embarked? Learn all this and far, far more in this quirky, captivating book. Perfect for anyone who wants to know something about Titanic without getting bogged down in lengthy analyses, here renowned Titanic expert Steve Hall pulls together the important to the fascinating to the quite frankly bizarre. Stats and facts are innovatively designed with cutting-edge infographics to display information in the most engaging way possible.

Contributor Bio
Steve Hall helped set up the Titanic Research and Modeling Association and is a former trustee. He is the coauthor of Titanic in Photographs. Katie Beard is a designer.

Titanic or Olympic
Which Ship Sank?
Steve Hall, Bruce Beveridge

Summary
Debunking the theory that the sister ships swapped places, this book proves a switch was not possible

Titanic's older sister, the nearly identical Olympic, was involved in a serious accident in September 1911, which may have made her a liability to her owners the White Star Line. Since 1912 rumors of a conspiracy to switch the two in an elaborate insurance scam has always loomed behind the tragic story of the Titanic. Could the White Star Line have really switched the Olympic with her near identical sister in a ruse to intentionally sink their mortally damaged flagship in April 1912 and cash in on the insurance policy? This book addresses some of these conspiracy theories and illustrates both the questionable anomalies and hard technical facts that will prove the switch theory to be exactly what it is—a mere legend.

Contributor Bio
Steve Hall and Bruce Beveridge set up the Titanic Research & Modeling Association and are the coauthors of Titanic: The Ship Magnificent. Bruce Beveridge lives in Chicago.
Titanic the Ship Magnificent Vol 1
Design & Construction
Bruce Beveridge, Scott Andrews, Steve Hall, Daniel...

Summary
The largest, most luxurious ship in the world, lost on her maiden voyage after colliding with an iceberg in mid-Atlantic, Titanic has become the stuff of legends. Built at the peak of the race between the British, French and Germans to build bigger and better ships, she was the achievement of 15,000 men in one of the world's most advanced shipyards. While everyone knows the new White Star liner was the most glamorous and was full of millionaires when she sank, few appreciate just how luxurious she was or how advanced her design was for her day. For the first time, Bruce Beveridge, Scott Andrews, Steve Hall, Daniel Klistorner and Art Braunschweiger look in detail at the ship herself, how she was built and what it was like inside. From the engine rooms to the First Class parlour suites, from the Doulton water closets to the cargo cranes, every area of Titanic is presented in stunning detail. Volume One covers the design and construction of Titanic, with individual chapters detailing such diverse areas as the riveting of the ship, her heating and ventilation systems, funnels, steering and...

Contributor Bio
BRUCE BEVERIDGE (US) has been a historian for many years, centering on early civilizations, the Crusades, and famous ships. He is also the senior historical archivist for his local community library and spends his time away from Titanic working on local history projects. Bruce is one of the foremost visual and technical historians of the Olympic class ships and has advised on Titanic's specifications for exhibitions, publishing companies, professional modelling firms, the Danbury Mint, museums, television production companies, the auction firm of Henry Aldridge & Son and other organizations. Bruce's highly sought-after General Arrangement plan of the ship, released in 2003, is the most highly detailed and accurate plan released to date and has subsequently been used by dive teams investigating the wreck. He co-authored Titanic or Olympic – The Truth Behind the Conspiracy in 2004, Titanic in Photographs and the Report into the Loss of the SS Titanic: A Centennial Reappraisal in 2011. SCOTT ANDREWS (US) first became aware of the story of Titanic at the age of four when he was captivated ...

Titanic the Ship Magnificent Vol 2
Interior Design & Fitting Out
Bruce Beveridge, Scott Andrews, Steve Hall, Daniel...

Summary
The largest, most luxurious ship in the world, lost on her maiden voyage after colliding with an iceberg in mid-Atlantic, Titanic has become the stuff of legends. Built at the peak of the race between the British, French and Germans to build bigger and better ships, she was the achievement of 15,000 men in one of the world's most advanced shipyards. While everyone knows the new White Star liner was the most glamorous and was full of millionaires when she sank, few appreciate just how luxurious she was or how advanced her design was for her day. For the first time, Bruce Beveridge, Scott Andrews, Steve Hall, Daniel Klistorner and Art Braunschweiger look in detail at the ship herself, how she was built and what it was like inside. From the engine rooms to the First Class parlour suites, from the Doulton water closets to the cargo cranes, every area of Titanic is presented in stunning detail. Volume One covers the design and construction of Titanic, with individual chapters detailing such diverse areas as the riveting of the ship, her heating and ventilation systems, funnels, steering and...

Contributor Bio
BRUCE BEVERIDGE (US) has been a historian for many years, centering on early civilisations, the Crusades, and famous ships. He is also the senior historical archivist for his local community library and spends his time away from Titanic working on local history projects. Bruce is one of the foremost visual and technical historians of the Olympic class ships and has advised on Titanic's specifications for exhibitions, publishing companies, professional modelling firms, the Danbury Mint, museums, television production companies, the auction firm of Henry Aldridge & Son and other organizations. Bruce's highly sought-after General Arrangement plan of the ship, released in 2003, is the most highly detailed and accurate plan released to date and has subsequently been used by dive teams investigating the wreck. He co-authored Titanic or Olympic – The Truth Behind the Conspiracy in 2004, Titanic in Photographs and the Report into the Loss of the SS Titanic: A Centennial Reappraisal in 2011. SCOTT ANDREWS (US) first became aware of the story of Titanic at the age of four when he was captivated ...
Titanic Victims and Villains
Victims & Villains
Senan Molony

Summary
Why is so much heroism attached to the sinking of the Titanic? Why do we accord impossible glory to the miserable, misbegotten drowning of the equivalent of a small town? What process led to the creation of champions? Who were the real heroes, and how were they overlooked? What did society - and the press - do with an overriding need for blame? By identifying the fable-making, and finally throwing off a blanket of boasting, this book enables a fresh, sharp focus on history’s most famous shipwreck. We see into the nature of prejudice, public values and political and national motives. It explores the light and the dark of what we thin we know: about the engineers, the musicians, the Captain, his officers, owners and officialdom - as well as the sinking itself and society's curious 'celebration' of abject catastrophe. It also looks at sacrificial victims, in particular the character of Captain Stanley Lord of the Californian, a man tarred with abandoning fifteen hundred people to their fate. Backed up with a new photographic archive and bolstered by a series of contemporary extracts to su...

Contributor Bio
Senan Molony is the author of The Irish Aboard Titanic, Lusitania: An Irish Tragedy, Titanic and the Mystery Ship, and Titanic Scandal: Mount Temple the Real Mystery Ship.

The Unseen Olympic
The Ship in Rare Illustrations
Patrick Mylon

Summary
RMS Olympic was created during a period of intense competition between the north Atlantic shipping lines. Sister ship to the ill-fated Titanic and the all-too-briefly successful Britannic, Olympic encompassed all the qualities White Star Line was striving for in size, opulence, and luxury. Moreover, she was the only sister to enjoy a lengthy and distinguished career, including time spent as a troopship in World War I. She served as the White Star flagship from 1911 to 1935, when she was finally scrapped. This illustrated history is packed with stunning postcards, images, and memorabilia from author Patrick Mylon’s unrivaled collection. Also featuring passenger lists, advertisements, menus, log abstract cards, promotional brochures, and sailing schedules, this sumptuous book presents the definitive "unseen" history of this grand ocean liner.

Contributor Bio
Patrick Mylon became captivated by Titanic after seeing the film A Night to Remember and began what would become a lifetime’s hobby collecting White Star memorabilia. He purchased his first postcard in 1983 and now has a collection of over 4,000 items. He is a member of a number of Titanic societies and has also written The White Star Collection.
Titanic in Photographs
Daniel Klistorner, Steve Hall, Bruce Beveridge, Ar...

Summary
From the team of expert behind Titanic: The Ship Magnificent, this story of the Titanic in pictures, from build to maiden voyage, includes many rare images from collectors' archives
The name Titanic has become synonymous with catastrophe, the story of this luxurious liner legendary. Wrecked after colliding with an iceberg on her maiden voyage, the loss of around 1,500 lives among her passengers and crew has gone down in history as one of the most emotive and tragic disasters in history. In this evocative collection of photography, the authors of Titanic: The Ship Magnificent tell her full story, from the shipyards of Harland & Wolff and its early vessels, with the backdrop of the great race to build the biggest and best passenger liner, to the frenzy of excitement surrounding her launch. Looking at her officers and crew, her stops at Cherbourg and Queenstown, and including some special, rare photographs, the book follows the story to its inevitable conclusion, considering the lifeboats, the presence of the Carpathia, and the aftermath of the disaster.

Contributor Bio
Steve Hall helped set up the Titanic Research and Modeling Association and is a former trustee. Bruce Beveridge is an honorary lifetime member of the British Titanic Society and a member of The Titanic Historical Society and the Irish Titanic Historical Society. He is also a founding member and trustee of the Titanic Research and Modeling Association. He and Steve Hall coauthored Olympic & Titanic. He lives in Willow Springs, Illinois. Art Braunschweiger is a trustee of the Titanic Research and Modeling Association. He lives in Somerset County, New Jersey. Scott Andrews is a founding member and trustee of the Titanic Research and Modeling Association and a member of The Titanic Historical Society. He lives in Dacula, Georgia. Daniel Klistorner has consulted on Titanic-related books, artifact identification, preservation efforts, and museum exhibits. They all collaborated previously on Titanic: The Ship Magnificent. Ken Marschall is best known as the world's foremost creator of Titanic artwork.

Titanic Unseen
Images from the Bell and Kempster Albums
Senan Molony, Steve Raffield

Summary
The work of two passionate photographers, Philip Bell and John Kempster, offer insights into what it meant to build, deploy and operate the great White Star ships in the era of Titanic. From the surging spectacle and excitement of a launch, to the lazy days of a long homeward haul from Australia, we see intimate details of life on-board or are asked to confront the ever-present dangers of an industrial shipyard. RMS Titanic was from the gene pool of an ever-strengthening fleet of vessels that eventually extended to a globe-girdling enterprise. These rare pictures, from a pair of extraordinary albums, provide her context.

Contributor Bio
Senan Molony is the Political Editor of the Irish Daily Mail and the author of a number of historical works, including several books on the RMS Titanic and related ships. He is also author of Lusitania: An Irish Tragedy, and has appeared in many TV and radio maritime documentaries.
Cunard Cruise Ships
Ian Collard

Summary
The Cunard Line’s Britannia was the first steamship to establish regular communication across the Atlantic. She sailed on her maiden voyage on 4 July 1840, setting in motion the first regular steamship line. Iron supplanted wood in hull construction and the screw propeller was gradually replacing the paddle wheel. The line became a public company in 1878 and became the Cunard Steam Ship Company Ltd. The construction of many famous ships such as Mauretania, Lusitania, Queen Mary and Queen Elizabeth followed, and the company continued to trade in profit until the introduction of the jet aircraft in the 1960s and 1970s. Following various restructuring and takeovers, the Cunard Line was acquired by the Carnival Corporation and now offers cruises on the Three Queens. Utilising many rare and unpublished images, Ian Collard offers a superbly illustrated look at the cruise ships operated by Cunard. Included here are images of the ships in many guises and liveries, with comprehensive annotation of these iconic liners.

Contributor Bio
Ian Collard a well-known local author and has written many books on ocean liners and cargo ships, particularly those sailing out of Liverpool itself. Acknowledged as one of the local experts, he has even appeared on radio to tell of his times as an author. He lives in the Wirral, within sight and sound of the Mersey.

Floating Palaces
The Great Atlantic Liners
William H. Miller

Summary
From the mid-1890s a race was on between the merchant navies of the recently unified Germany, Britain and France. That race was to make the most luxurious and fastest ocean liners and it started with the Kaiser Wilhelm der Grosse, the first of fourteen four-stackers built between 1897 and 1921. The large vessels that followed each tried to outdo the previous one in terms of size and interior design. Using many of the most famous of interior designers, every part of the new ships was ‘designed’, from the cutlery to the china, from the furniture to the paneling, and from the bedrooms to the boat decks. Through Kronprinzessin Cecilie, Mauretania, Aquitania, Olympic, Titanic, Imperator, Vaterland, Ile de France, and Paris, the development and design of the ships grew grander and more luxurious. The process continued into the 1930s, with the Empress of Britain and the fabulously Art Deco Normandie, the finest and most expensive liner ever built, and designed to be a showcase for all that was France, as well as with the Queen Mary, a rather more traditional vessel, but one, nonetheless, whic...

Contributor Bio
William H. Miller writes extensively on ocean liners, and is known as Mr Ocean Liner. He lives in New Jersey when he is not aboard a cruise ship lecturing about ocean liner history.
German Luxury Ocean Liners
from Kaiser Wilhelm Der Grosse to Aidastella
Nils Schwerdtner

Summary
From the 1890s, the German shipping lines had begun to build the fastest and most luxurious liners. It had started when Kaiser Wilhelm had visited Spithead and been transported on White Star Line's Teutonic and had mentioned that Germany must have ships like this. The first four stacker, the Kaiser Wilhelm der Grosse, had been named in his honour and the ships that followed were faster and more magnificent than the last. Introducing the Ritz Carlton restaurants aboard ship as well as other luxuries, the German ships were soon winning the Blue Riband from the British shipping lines. Each year a new German triumph would emerge from the shipyards in Bremerhaven or Hamburg and it took almost a decade for White Star and Cunard to catch up. Even as Titanic was sinking, Germany was building a huge ship a full 12,000 tons larger. It was to launch the following week. World War One stifled the German merchant marine and post war many ships were taken by the Allies as war reparation. The 1930s saw the triumph of the Bremen and Europa and the post war years the decline of the world's passenger l...

Contributor Bio
Nils Schwerdtner is one of Germany's foremost nautical authors. He has just completed a major work on the shipyard of Meyer Werft.

Holland America Liners 1950-2015
William H. Miller

Summary
Founded in 1873, the Holland America Line provided services carrying passengers and freight between the Netherlands and North America. When the Second World War ended, only nine of Holland America Line's twenty-five ships had survived and the company set about rebuilding. The pride of HAL's post-war fleet was SS Rotterdam, completed in 1959, which was one of the first ships on the North Atlantic equipped to offer two-class transatlantic crossings and single-class luxury cruising. However, competition from the airlines meant that in the early 1970s Holland America ended their transatlantic passenger services; in 1973 the company sold its cargo-shipping division. Now owned by the American cruise line Carnival, Holland America offers round-the-world voyages and cruises in the Mediterranean, the Caribbean and Asia. In this book, renowned ocean liner historian and author William H. Miller takes a look at the Holland America Line and its post-war fleet up to 2015.

Contributor Bio
William H. Miller writes extensively on ocean liners, and is known as Mr Ocean Liner. He lives in New Jersey when he is not aboard a cruise ship lecturing about ocean liner history.
Aurora
A Photographic Journey
Chris Frame, Rachelle Cross

Summary
One of Britain’s most loved cruise ships, Aurora entered service in 2000. Built by Meyer Werft and named by HRH The Princess Royal, she was specifically designed for the British cruise market and since entering service she has become a firm favorite for Britons. Her annual world cruises have made her famous all over the world. Aurora’s interior spaces are quintessentially British, and pay tribute to the long heritage of the P&O Line. From Anderson’s Lounge to the Curzon Theatre, Alexandria Restaurant to Uganda Room, Aurora is a much-loved modern classic. Written and photographed by well-known maritime historians Chris Frame and Rachelle Cross, this book is a must-have keepsake for anyone who has sailed aboard Aurora as well as those with a love of cruising.

Contributor Bio
Chris Frame and Rachelle Cross are respected maritime historians, having written over a dozen books and countless articles on ocean liners and cruise ships.

First Class Cargo
A History of Combination Cargo-Passenger Ships
William H. Miller

Summary
This book is about the unique, largely ignored and forgotten passenger-cargo ships that were not liners but more than ordinary freighters. The first appeared in the 1930s but their heyday was post-war until the 1960s. There were dozens of these ships, often carrying 50-300 passengers in very comfortable, sometimes quite luxurious quarters. They were club-like, even yacht-like, and preferred by many, pre-jet travelers who wanted a longer, more restful journey, away from the often hotel-like quality of the big ocean liners. They also happened to be cargo vessels, carrying holds of cargo while adhering to scheduled sailings. William Miller presents an important record of a little-documented aspect of maritime history.

Contributor Bio
William H. Miller, or "Mr. Ocean Liner," has written 85 books on passenger ships and is an acknowledged world expert in his field. Along with appearing in numerous TV documentaries and news broadcasts, he has been a guest lecturer aboard 75 different ships, including over 100 voyages with the Cunard Line. He has sailed on over 350 voyages on 300 ships.
Last of the Blue Water Liners
Passenger Ships Sailing the Seven Seas
William H. Miller

Summary
This nostalgic book follows the story of the last class-divided passenger ships that carried travellers from point to point. Not port-filled cruise ships, in those final years, spanning the 1940s through the 1950s and into the 1960s, they carried Hollywood stars and even royalty on the Atlantic, businessmen to South America and Africa, migrants to Australia and New Zealand, and visitors returning to European homelands. This book nods to the Atlantic liners but also revels in the many other passenger ships, each divided by region, that plied trades around the world, vessels like the Antilles, Oslofjord, Kampala and Changsha. It is a nostalgic parade of a bygone age, a generation of ships all but swept away in the sixties and seventies as jet travel changed the world.

Contributor Bio
William H. Miller, or "Mr Ocean Liner," has written scores of books on passenger ships and is an acknowledged world expert in his field. He has received the National Maritime History Award in the U.S., the Silver Ribband Award and he created the passenger ship database for the Ellis Island Immigration Museum. He has been a lecturer aboard 75 different ships, including over 100 trips with Cunard.

Holland America Cruise Ships
Ian Collard

Summary
The Holland America Line was founded in 1873 and operated a fleet of passenger and cargo vessels from the Netherlands to the east and west coasts of America. The company later acquired the stock of the Europa-Canada Line and in 1964 became involved with the Swedish America Line, Axel Johnson and Wallenius Rederiana to form the Atlantic Container Line. In 1988 the company was purchased by the Carnival Cruise Line and the name was retained, continuing the history of this line. The company currently operate five different classes of ships. Utilizing many rare and unpublished images, Ian Collard offers a lavishly illustrated look at the cruise ships operated by the Holland America Line. Included here are images of the ships in many guises and liveries as the author offers an array of superb photographs of these iconic vessels.

Contributor Bio
Ian Collard is the author of The British Cruise Ship.
175 Years of Cunard
Chris Frame, Rachelle Cross

Summary
Celebrating 175 years of the iconic Cunard Line, the world’s most famous shipping company
Throughout 175 years, Cunard has been instrumental in creating the American dream, transporting millions of immigrants to the new world. During both world wars, the Cunard ships answered the call of duty and transported thousands of troops to fight on the sides of the allies. After the Great Depression, Cunard merged with the famous White Star Line to form Cunard-White Star. Cunard’s QE2 was a much-beloved liner and the most famous ship at sea, sailing more than 2.5 million miles during a 40-year career. Today the three current Queens are a celebration of Cunard’s heritage. This book traces, through unique photographs and easily accessible narrative, the 175-year history of Cunard Line.

Contributor Bio
Christopher Frame and Rachelle Cross coauthored The QE2 Story and QM2: A Photographic Journey. They have a website relating to QE2, QM2, QV, and historic liners at www.chriscunard.com.

A Photographic History of the Orient Line
Chris Frame, Rachelle Cross, Robert Henderson, Dou...

Summary
The Orient Line’s beginnings can be traced back to 1797. Created for the purpose of operating a fleet of steamships between London and the Australian Colonies, it was a venture into the unknown, its success testament to the acumen of its founders, two of London’s oldest shipping firms, Anderson, Anderson & Co., and F. Green & Co. They had extensive shipping interests from the West Indies to South America and the Pacific Coast and owned and operated a fleet of famous clipper ships on the Australian wool trade, when their fleet would bring out emigrants to the colony and sail back laden with prime fleece. Cruise ships today owe a great legacy to the pioneering work done by the Orient Line when it developed and perfected seasonal cruising in 1889 from British ports.

Contributor Bio
Chris Frame and Rachelle Cross are the coauthors of 175 Years of Cunard and The Evolution of the Transatlantic Liner. Robert Henderson and Doug Cremer are the coauthors of A Photographic History of P&O Cruises.
Cabin Class Rivals
Lafayette & Champlain, Britannic & Georgic and Manhattan & Washington
Richard P. de Kerbrech, David L. Williams

Summary
Exploring the Cabin Class revolution—and its six greatest vessels, a trio of competitive pairs

In the wake of the U.S. government’s immigration restrictions introduced following World War I, the classes of accommodation on the North Atlantic changed dramatically, triggering the rapid rise of the Tourist and Cabin grades. These proved extremely popular, offering a high standard of service for a relatively modest fare, undercutting the established First Class trade and acting as a catalyst for the leading shipping lines to invest in modern, quality tonnage specifically for this new class, even at the expense of planned giant liners. Six outstanding ships emerged, three competitive pairs: the Lafayette and Champlain representing France, Britannic and Georgic flying the Red Ensign, and Manhattan and Washington, the most advanced American-built liners up to that time.

Contributor Bio
David L. Williams is a professional photographer and author. He has written 30 books on shipping and related subjects. Richard de Kerbrech is a marine engineer who was later an inspector with the Naval Overseeing service and went on to lecture in mechanical engineering.

Classic Liners Île de France and Liberté
France’s Premier Post-War Liners
William H. Miller

Summary
The latest in the Classic Liners series evokes the glamour and ambience of two of the most beloved liners of the 1950s

Île de France, completed in 1927, was a hugely famous prewar liner, a ship with unique style and character. She was said to offer "the cheeriest way to cross the Atlantic." After wartime service as a valiant troopship, she was restored with what Paris fashion calls a "new look," relaunched in 1949. The Liberté was built in 1930, originally the German Europa, but ceded to France as reparations in 1946. She was de-Germanized and restyled in French Line luxury as the Liberté, recommissioned in 1950. The Île de France sailed until 1958; the Liberté until 1961, and this illustrated book concentrates on their heydays in the glorious, post-World War II years, when they were the largest and grandest liners under the French flag. Both ships were famed for their service and onboard ambience, but most especially for their cooking, and they were said to be the best-fed liners on the Atlantic.

Contributor Bio
William H. Miller is the author of The Great Liners Story, SS France/Norway, SS France/Norway, and The QE2.
**Great Passenger Ships 1950-1960**
William H. Miller

**Summary**
The 1950s was a fascinating decade for the great liners. After the global devastation that had gone before, shipyards were creating one new liner after another, it seemed, to rebuild and renew passenger ship services all over the world. There were the likes of the Kungsholm and Oslofjord from Scandinavia, the French Flandre, a succession of new liners from P&O-Orient, Italian Line, Messageries Maritimes and many more. The era was highlighted by such brilliant, headline-making ships as the speedy *United States*, breaking records on an unprecedented scale, the engines-aft *Southern Cross* and the mast-less *Orsova*. There was a great cast of very popular and interesting passenger liners.

**Contributor Bio**
*William H. Miller* has written more than 80 books on passenger ships and is a world expert in his field. He has received the National Maritime History Award, the Silver Riband Award, and he created the passenger ship database for the Ellis Island Immigration Museum. He has appeared in numerous documentaries and news broadcasts and is a frequent guest lecturer aboard cruise ships. He lives in New Jersey.

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**QE2**
*A 50th Anniversary Celebration*
Chris Frame, Rachelle Cross

**Summary**
Fifty years ago, the last British-built transatlantic liner was launched. Christened by HM The Queen on September 20, 1967, the 963-feet-long vessel was named *Queen Elizabeth 2*. By the end of that same day, she was already known by her famous nickname: *QE2*. Fast, smart and sleek, *QE2* sailed more than 5.6 million miles and carried more than 2.5 million passengers during a magnificent 39 1/2 year career. Put simply, she carried more people further than any ship before her and remains the longest-serving express liner in history. Through words penned by passionate *QE2* travelers and with tribute stories from captains, crew, and guests, a wide selection of carefully selected photographs bring this wonderful ship to life.

**Contributor Bio**
*Chris Frame* and *Rachelle Cross* have written a number of successful books, including the Photographic Journey series, and many books for the Story series, as well as *A Photographic History of P&O Cruises* and *An Evolution of Transatlantic Liners*. 
QM2
A Photographic Journey
Chris Frame, Rachelle Cross, Dr Stephen Payne, Cap...

Summary
By the 1970s, it looked as if QE2 would be the last of the great transatlantic ocean liners. However, more than three decades later the world watched in awe as Queen Mary 2, the largest, longest, grandest and most expensive ocean liner ever to be constructed, set sail on her maiden voyage in 2004. With 14 decks and beautiful lounges, dining rooms, and ballrooms, QM2 evokes the glamor of the golden age of ocean travel. QM2: A Photographic Journey allows the reader to experience this unique vessel from the comfort of their own home, with numerous photographs of each of QM2’s public rooms as well as stunning exterior shots and behind the scenes access. This revised edition has been extensively updated to reflect the 2016 refit, with many new photographs from around the ship.

Contributor Bio
Chris Frame and Rachelle Cross have written a number of successful books, including the Photographic Journey series, and many books for the Story series, as well as A Photographic History of P&O Cruises and An Evolution of Transatlantic Liners. They work as a marketing executive and bookseller, respectively.

Queen Victoria
A Photographic Journey
Chris Frame, Rachelle Cross, Captain Andrew Hall, ...

Summary
Queen Victoria was the first in a new breed of Cunard Ships: her unique design is enhanced to give her the ability to cross the North Atlantic. Introduced to service in 2007, Queen Victoria has had a notable career with royal engagements, tandem Atlantic crossings and Gala-World Cruises. Illustrated with stunning color photographs taken by the authors, this book has been fully updated after the extensive 2017 refit.

Contributor Bio
Chris Frame and Rachelle Cross have previously written QE2, QM2, QV, and QE: A Photographic Journey, as well as the QE2 and QM2 Story, and The Evolution of the Transatlantic Liner. Captain Andrew Hall is master of Queen Victoria. Christopher Rynd is Commodore of the Cunard Line fleet.
RMS Aquitania
The Ship Beautiful
Mark Chirnside

Summary
She entered service two months before the start of World War I, was scrapped six years after World War II ended, and was the longest lasting of all four funneled liners. For two wars, she spent much time transporting troops but for the rest of her career she traveled the North Atlantic as one of the most famous liners afloat. Holding many records, Aquitania was built for the Cunard Line, not for speed but for luxury, at which she excelled, being called the Ship Magnificent from her entry into service. Mark Chirnside writes with a passion about this most beautiful of ships, a ship that was the epitome of the four-funneled liner.

Contributor Bio
Mark Chirnside is the author of Olympic Class Ships, RMS Majestic, and Titanic's Sister.

RMS Queen Mary
Andrew Britton

Summary
A colorful new history of the historic RMS Queen Mary, now a floating museum and restaurant

Including deck plans, accounts from log books, and ship records, this book tells the story of Cunard's RMS Queen Mary, who along with her running mate Queen Elizabeth covered the transatlantic route from Southampton to New York via Cherbourg, the British answer to the German and French superliners. She was launched in May 1936 and immediately won the coveted Blue Riband, winning it again in 1938, before she served as a troop ship in the war. She then carried on plying the Atlantic route with Queen Elizabeth until the jet age changed the world again and she was retired, now preserved as a floating museum and restaurant in Long Beach, California. Andrew Britton presents a wealth of unpublished photographic material and ephemera from his unparalleled collection to tell the story of this historic liner, including rare wartime views, shots of her "grey ghost" paintwork, unique behind-the-scenes photographs, aerial shots, interior views, and a wide selection of ephemera. Even including captain's invi...

Contributor Bio
Andrew Britton is a lifelong shipping enthusiast and collector with a now vast body of photographs and ephemera, and a keen supporter of the SS United States Conservancy.
The Unseen Aquitania
The Ship in Rare Illustrations
J. Kent Layton, Tad Fitch, Mark Chirnside

Summary
*RMS Aquitania* was in service for decades, and was very much beloved. The third in Cunard Line's "grand trio" of express liners, running mate of the lost *Lusitania* and the legendary *Mauretania* (1907), *Aquitania* was the last surviving four-funnelled ocean liner. *Aquitania* was pressed into service during both world wars and was one of the longest serving passenger liners of the 20th century. She was also one of the most elegant, nicknamed the "ship beautiful." This book offers the most evocative and exciting collection of imagery relating to this historic vessel ever shown.

Contributor Bio
**J. Kent Layton** is the author of *The Unseen Mauretania* and *Lusitania: An Illustrated Biography of the Ship of Splendor*. **Tad Fitch** is the author of *Into the Danger Zone: Sea Crossings of the First World War* (nominated for the 2015 Mountbatten Maritime Award). They coauthored *On a Sea of Glass*. **Mark Chirnside** is a maritime expert and author.

Voyaging the World’s Civil Engineering Wonders

Summary
Examples of enduring feats of civil engineering endeavour can be seen around the world’s seas and waterways, from the SS Great Britain to the Panama Canal. In this beautifully illustrated book, John Laverick offers an insight into the intriguing field of civil engineering, taking you on a journey that crosses three continents and three centuries, exploring extraordinary achievements including the artificial waterways of the Panama and Suez canals, floating concepts such as the concrete Mulberry harbours, the world’s only rotating ship lift at Falkirk, a man-made island in the Baltic linking the crossings between two countries and the ambitious restoration of the Wilts & Berks Canal.

Contributor Bio
**JOHN LAVERICK**, a regular guest lecturer aboard ocean liners, is a chartered engineer who has spent his career designing, building and maintaining facilities for large ships and small vessels. As a Fellow of the Institution of Civil Engineers, John is delighted that the publication of his book coincides with the organisation’s bicentenary. Since retirement he has volunteered his time to the management and restoration of waterways for which work he was made an MBE in 2016.
The Great Liners Story
William H. Miller

Honoring the golden age of ocean travel, The Great Liners features 100 photographs as well as little known details about the most luxurious vessels.

Summary
The story behind the great liners and the golden age of ocean travel, from a true expert of cruise and maritime history
Charting the heyday of the great liners, this illustrated and colorful history tells the story of those grand and lavish vessels that cruised around the world carrying their glamorous passengers from port to port. Decorated to the highest of finishes and fitted out in the most luxurious of styles, these floating palaces epitomized their opulent age. Their iconic names, from Titanic to Mauretania, from Queen Elizabeth to QE2, conjure up visions of power, grace, elegance, and nostalgia for this golden age of travel. Accompanied by stunning photographs, artworks, "did you know" facts, and quotations, this is a must-have addition to any maritime library.

Contributor Bio
William H. Miller has written more than 80 books on passenger ships, including Doomed Ships, Picture History of the Andrea Doria, RMS Caronia, and SS United States. He has received the National Maritime History Award and he created the passenger ship database for the Ellis Island Museum. He appeared in the documentary SS United States: Lady in Waiting and a documentary about his life and studies, Mr. Ocean Liner, premiered aboard RMS Queen Mary 2 on July 1, 2010. He lives in Secaucus, New Jersey.

The Unseen Lusitania
The Ship in Rare Illustrations
Eric Sauder

Summary
The ill-fated Lusitania revealed as never before, complete never-seen artifacts from the 1982 wreck salvage and a complete salvage inventory
Lost to a German torpedo on May 7, 1915, Cunard's RMS Lusitania captured the world’s imagination when she entered service in 1907. Not only was she was the largest, fastest ship in the world, she was revolutionary in design. Also a record breaker, Lusitania is now sadly remembered for her tragic loss, when she was hit by a U-boat torpedo on May 7, 1915, sinking in 18 minutes with the loss of 1,198 souls. Through never-before-seen material, expert Eric Sauder brings RMS Lusitania to life once again. With vivid, unseen photographs and postcards from his extensive private collection, this absorbing read will transport the reader back 100 years to a time when opulent Ships of State were the only way to cross the Atlantic.

Contributor Bio
Eric Sauder has been researching ocean liners for nearly 40 years. He was historian for Dr. Robert Ballard's exploration of the remains of Lusitania and Britannic and has also dived to Titanic, Republic, and Andrea Doria. He has been involved in numerous documentaries for the A&E Channel, The History Channel, The Discovery Channel, and The Learning Channel, as well as coauthoring the book RMS Lusitania. He has worked on a number of projects with the National Geographic Society.
**Imperial War Museum Ship Notebook**

**Imperial War Museum**

**Summary**
Introducing a new collection of notebooks with iconic images from the archives of the Imperial War Museum, these notebooks are exquisitely finished and cloth bound with wood-free paper, large back pocket, and elastic closure. These striking images were originally illustrated for World War II posters. British wartime posters were distinctive in their incorporation of propaganda, which used modern design aesthetics in support of a variety of vital wartime initiatives. The posters reveal the spirit of defiance and calm purpose pervading British society, and the illustrations are indicative of the typical graphic style of the wartime period.

**Contributor Bio**

**IWM (Imperial War Museums)** is the world’s leading authority on conflict and its impact, focusing on Britain from World War I to the present. Through unique collections, vivid personal stories, and powerful physical experiences, they aim to enrich people’s understanding of the causes, courses, and consequences of modern war. IWM have five branches: IWM London, Churchill War Rooms, HMS Belfast, IWM Duxford, and IWM North in Manchester.

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**No Pleasure Cruise**

**The Story of the Royal Australian Navy**
Tom Frame

**Summary**
This comprehensive history of the Royal Australian Navy covers the naval branch of the Australian armed forces from its inception in 1901 to the present day. The early days as the government created a national navy out of the remnants of old colonial fleets, the decades of using the British model, the transformation to a more American style of navy, and the gradual growth into one of the world’s strongest and most respected forces on the seas are outlined in this historical retrospective.

**Contributor Bio**

**Tom Frame** served in the Royal Australian Navy and as the Anglican bishop to the Australian Defense Force. He is the author of *Living By the Sword*? and the coauthor of *Mutiny!, The Shores of Gallipoli*, and *Stromlo*. 
Flagship
The Cruiser HMAS Australia II and the Pacific War on Japan
Mike Carlton

Summary
In 1924, when the grand old battle cruiser HMAS Australia I, once the pride of the nation, was sunk off Sydney Heads, there was a day of national mourning. In 1928, the RAN acquired a new ship of the same name, the fast, heavy cruiser HMAS Australia II, and she finally saw action when World War II began, patrolling the North Atlantic on the lookout for German battleships. By March 1942, Australia had returned home, where the ship was stunned by a murder. One night one of her sailors, Stoker Riley, was found stabbed. Before he died, he named his two attackers, and the two men were found guilty and sentenced to death under British Admiralty law. Only weeks later Australia fought in the Battle of the Coral Sea near Papua New Guinea, the first sea battle to stop the Japanese advance in the Pacific. She was heavily attacked and bombed from the air but, with brilliant ship-handling, escaped unscathed. In 1944, she took part in the greatest sea fight of all time, the Battle of Leyte Gulf, which returned General Douglas MacArthur to the Philippines. She was struck by a kamikaze bomber, killi...

Contributor Bio
Mike Carlton is the author of Cruiser and First Victory.

The Hermione
Lafayette’s Warship and the American Revolution
Emmanuel de Fontainieu, Henry Kissinger, Ségolène ...

Summary
Enhanced by illustrations, maps, and letters, this book provides a museum-quality experience detailing the thrilling accomplishments of Lafayette and his legendary warship, the Hermione, in support of the colonists’ cause during the American Revolutionary War. Lafayette, on a secret mission from King Louis XVI, was to inform George Washington and the Congress that France would support the American colonies in their conflict with Great Britain. Once on American soil, Lafayette shed his diplomatic role for an important military assignment, helping to mastermind the decisive Virginia campaign that brought hostilities to an end. While Lafayette excelled on the battlefield, his ship, the Hermione, was burnishing its own legend as part of the crucial maneuvers that led to the defeat of the much larger British navy—and ensured the American victory. The descriptions offer fascinating insights into the building of the arsenal in Rochefort under Louis XIV and Colbert, the development of the French navy, 18th-century naval strategy, and shipbuilding techniques. Also profiled is the ambitious un...
Jet Flying Boats
David Oliver

Summary
During the Second World War, more than 9,000 flying boats were produced by the main protagonists, fulfilling a multitude of roles including maritime reconnaissance, bombing, fleet spotting, search and rescue, long-range transport and communications. However, time was running out, and a little over a decade after the end of the war, the military flying boat would appear to be a dying breed on the verge of extinction. It would be another twenty years before a new breed of multi-engine flying boats would leave the drawing boards of leading aerospace companies to successfully fulfil, not only their traditional military roles of maritime reconnaissance and search and rescue, but one at which they have proved to be very adept, that of aerial fire-fighting. Currently the twin-turboprop powered twelve-seat Dornier Seastar amphibian is being built in China, which is also developing the AG600 search and rescue amphibian for the Chinese Navy. There have been a number of successful turboprop conversion of piston-engine flying boats such as the Grumman Mallard and Canadair CL-215 amphibians. In th...
1939 the Second World War at Sea in Photographs
Phil Carradice

Summary
In the first of a series of books, naval expert Phil Carradice takes us through the war at sea in 1939, using previously unpublished and rare images of the battles, the ships and the people involved. The Second World War at sea began badly for the Allies. On the day that war was declared, the unarmed passenger liner Athenia was sunk off Rockall, creating an uproar on both sides of the Atlantic. The same month saw the loss of HMS Courageous, a badly needed aircraft carrier, as well as the daring raid by Gunther Prien’s U-49 on HMS Royal Oak while she was berthed in the supposedly safe anchorage of Scapa Flow during October. In the meantime, German commerce raiders were creating havoc in the South Atlantic. It was only in December that the battlecruiser Graf Spee was finally cornered and scuttled off Montevideo, giving the hard-pressed Allies some good news to end the year.

Contributor Bio
Phil Carradice is a full time writer and broadcaster. He is a graduate of Cardiff University and UWIC in Cardiff and taught for thirty years, becoming Head of a large residential Special School. He has had numerous books published including novels, history, biography and poetry. He is a regular broadcaster on BBC Radio 3 & 4 and on TV programmes such as The One Show. He presents The Past Master on BBC Radio Wales. He lives in the Vale of Glamorgan.

1940 the Second World War at Sea in Photographs
Phil Carradice

Summary
January 1940 saw the escalation of the sea war between Britain and Germany. U-boats would claim numerous casualties, including HMS Exmouth and all 135 of her crew on 21 January 1940. In February, Hitler ordered unrestricted submarine warfare, while HMS Cossack rescued crews of British ships sunk by the Graf Spee from the supply ship Altmark. An air raid on the naval base at Scapa Flow saw the first British civilian casualties of the war in March. Two invasions of Norway began in April, with the Germans ultimate victors. HMS Glorious was sunk during the evacuation of British troops and aircraft. May saw Dunkirk, the British rescue of some 334,000 troops, and the Lancastria was sunk with the loss of over 6,000 lives in June. July saw an attack on the French fleet by the British, in an effort to deny the battleships to the Germans. The Americans agreed to supply Britain with aged destroyers in exchange for bases and the invasion of Britain, Operation Sealion, was set for September. November saw HMS Jervis Bay sunk while escorting a convoy, many of which managed to escape. The year ended ...

Contributor Bio
Phil Carradice is a full time writer and broadcaster. He is a graduate of Cardiff University and UWIC in Cardiff and taught for thirty years, becoming Head of a large residential Special School. He has had numerous books published including novels, history, biography and poetry. He is a regular broadcaster on BBC Radio 3 & 4 and on TV programmes such as The One Show. He presents The Past Master on BBC Radio Wales. He lives in the Vale of Glamorgan.
1942 The Second World War at Sea in photographs
Phil Carradice

Summary
As 1942, the fourth year of the war, began, victory for the Allies was still a long way off. German submarines were sinking ships off the coast of the United States in what would become known as the 'Second Happy Time' for the U-boat crews while Allied vessels were falling victim to Japanese aircraft and warships in the Far East. Scharnhorst, Gneisenau and Prinz Eugen made their dash through the Channel to German waters while in the Arctic the battleship Tirpitz and German aircraft and submarines menaced the convoys supplying Russia. However, convoys continued to get through to supply beleaguered Malta despite heavy losses to submarines and aircraft, and in the Pacific the US Navy inflicted defeats on the Japanese at the key battles of the Coral Sea and Midway, battles in which the major vessels never actually saw each other, fighting with carrier-borne aircraft instead. Troops were landed on the island of Guadalcanal and in North Africa. In this book, Phil Carradice uses many rarely seen images to tell the story of the Second World War at Sea in 1942.

Contributor Bio
Phil Carradice is a full time writer and broadcaster. He is a graduate of Cardiff University and UWIC in Cardiff and taught for thirty years, becoming Head of a large residential Special School. He has had numerous books published including novels, history, biography and poetry. He is a regular broadcaster on BBC Radio 3 & 4 and on TV programmes such as The One Show. He presents The Past Master on BBC Radio Wales. He lives in the Vale of Glamorgan.

Admiralty Despatches
The Story of the War from the Battlefront 1939-45
G. H. Bennett

Summary
From at least as early as the eighteenth century it became a tradition that, following operations involving the Royal Navy, the commanding admiral would report to the Admiralty in the form of an official despatch. Following the French wars of 1792–1815 the despatches were published and that set a precedent. After the Second World War the relevant despatches for 1939–45 were published (from 1947 onwards) as supplements to the London Gazette. The despatches reproduced here, introduced and annotated by Professor Bennett, cover events with a huge bearing on the outcome of the war, such as the convoys in the Mediterranean and to Russia, major amphibious operations and raids such as Dieppe, alongside some of the minor operations involving the Royal Navy and, of course, D-Day. These important documents are published here in an accessible form. We are fortunate that they were written in a way designed to be understood by the public at the time. What they reveal, not only about naval operations but about their authors, is fascinating: 'The landings went very largely according to plan ... The oper...'

Contributor Bio
G. H. Bennett is an Associate Professor at the University of Plymouth. Most of his research concentrates on the Second World War (Sea, Air and Land) and the social history of the people involved. He is particularly interested in maritime history (both civilian and military) and the on-going relevance of the past to an understanding of today's maritime/naval issues. He has contributed numerous articles to journals and magazines and is the author of several books. He has appeared frequently on television programmes on the BBC and other channels.
Desperate Victories
Military Despatches from Dunkirk to the Battle of Britain
G. H. Bennett

Summary
In Desperate Victories, professional historian Harry Bennett provides first-hand accounts and commentary on the British reaction to one of the greatest shocks in military history - the German blitzkrieg in the west. Selecting the official accounts, known as despatches, written by key senior commanders in 1940, the author portrays in the most direct way possible the plans and challenges as the Allies struggled to cope with the German onslaught and to adjust to a whole new style of warfare. Harry Bennett provides a concise and revealing background to the German offensive in the west before providing commentary to each of the carefully chosen despatches, which describe first-hand the plans that would mean either defeat or survival for Britain as the European continent collapsed under the Nazi storm. These documents cover the extraordinary events where British forces somehow escaped annihilation at Dunkirk, the withdrawal from Western France, the retreat from Norway and the desperate fight of 'the few' in the Battle of Britain against overwhelming odds. Although much has been written abo...

Contributor Bio
G. H. Bennett is an Associate Professor at the University of Plymouth. Most of his research concentrates on the Second World War (Sea, Air and Land) and the social history of the people involved. He is particularly interested in maritime history (both civilian and military) and the on-going relevance of the past to an understanding of today's maritime/naval issues. He has contributed numerous articles to journals and magazines and is the author of several books. He has appeared frequently on television programmes on the BBC and other channels.

Hospital Ships & Troop Transport of the First World War
Campbell McCutcheon

Summary
The biggest shipping loss of both world wars was the hospital ship Britannic, at almost 50,000 tons. Supposedly safe to travel the seas, many hospital ships were lost in both wars. From the smallest of motor launches through steam yachts and converted ocean liners, Campbell McCutcheon tells the story of the First World War hospital ships. Many succumbed to accidents, mines or German submarines but many also faithfully provided a vital service without loss of life or accident. Troopships were also vital right from the very first days of the war, when ships carried the BEF across the English Channel in August 1914. Meanwhile, convoys that included many great pre-war ocean liners pressed into service were bringing Canadian and Australasian troops to the UK and France, and later American troops as well. Many would continue in service until long after the war had ended, repatriating soldiers well into 1919, and their story is also told in this beautifully illustrated book.

Contributor Bio
Campbell McCutcheon has had a life-long interest in the Olympic-class vessels and naval shipping. He has written extensively on the subject along with some Military History and Bradshaw's Railway titles for Amberley. He lives in Gloucestershire, but he was born within sight and sound of the water and has been interested in ships from a young age.
The Royal Marines and the War at Sea 1939-45
Martin Watts

Summary
In The Royal Marines and the War at Sea 1939–45 military and naval historian Martin Watts records how marines fought at sea, their relationship with the Royal Navy, and the overall contribution they made to victory in the Second World War. Combining personal narrative with strategical, tactical and technical analysis, this book is centred on the career of the author’s great-uncle, Colour Sergeant Albert ‘Nobby’ Elliott, who saw active service in the Atlantic, Mediterranean, Arctic and Indian Oceans. He was Mentioned in Despatches at the Second Battle of Sirte, took part in Operation Torch, and was a gun layer in HMS Jamaica when she took part in the sinking of the German battleship Scharnhorst on Boxing Day 1943. Nobby finished the war recovering Allied prisoners of war from the south-west Pacific, and was present at the surrender of Japanese forces while on board HMS Glory.

Contributor Bio
Martin Watts is Principal Research Fellow at Canterbury Christchurch University. His research centres on the military, political and social effects of conflict, using primary source material from both official and personal archives, to explain the lived experience of those involved. In addition, Martin is interested in the strong connections between Kent and the armed forces during both world wars. He is now engaged with the Whitstable Maritime Project. His publications include ’The Jewish Legion and the First World War’ (Palgrave Macmillan).

Seventeen Fathoms Deep
The Saga of the Submarine S-4 Disaster
Joseph A. Williams

Summary
The rescue divers could hear the crew tapping out a message in Morse code: Is there any hope? After being accidentally rammed by the Coast Guard destroyer USS Paulding on December 17, 1927, the USS S-4 submarine sank to the ocean floor off Cape Cod with all forty crew aboard. Only six sailors in the forward torpedo room survived the initial accident, trapped in the compartment with the oxygen running out.

Author and naval historian Joseph A. Williams has delved into never-revealed archival sources to tell the compelling narrative of the S-4 disaster, the first attempt to rescue survivors stranded aboard a modern submarine. As navy deep sea divers struggled to save the imprisoned men, a winter storm raged at the surface, creating some of the worst diving conditions in American history. Circumstances were so terrible that one diver, Fred Michels, became trapped in the wreckage while trying to attach an air hose to the sunken sub—the rescuer now needed to be rescued. It was only through the bravery of a second diver, Thomas Eadie, that Michels was saved.

As detailed in Seventeen Fathoms...

Contributor Bio
Joseph A. Williams is a librarian, archivist, and historian holding master's degrees in American History and Library and Information Science from Queens College. He worked for several years as the Head of the collections and Assistant Director of the State University of New York Maritime College's Stephen B. Luce Library which specializes in naval research. Currently, he is the Deputy Director of the Greenwich Library. Joseph has published in the fields of maritime history and librarianship including articles in scholarly journals, popular sea history magazines, trade publications, and chapters in anthologies. His work has also been presented at national and regional conferences and symposia. He has taught courses at the graduate and undergraduate level in American History and Librarianship. His first book, Four Years Before the Mast, is a history of Maritime College, the nation’s oldest maritime training school. His second book, Seventeen Fathoms Deep, is a narrative history concerning the 1927 submarine S-4 disaster.
The Rise and Fall of British Naval Mastery
Paul Kennedy

Summary
Paul Kennedy's now classic book traces Britain's rise and fall as a sea power from the Tudors to the present day. Challenging the traditional view that the British are natural 'sons of the waves', he suggests instead that the country's fortunes as a significant maritime force have always been bound up with its economic growth. In doing so, he contributes significantly to the centuries-long debate between 'continental' and 'maritime' schools of strategy over Britain's policy in times of war. Setting British naval history within a framework of national, international, economic, political and strategic considerations, he offers a fresh approach to one of the central questions in British history.

Contributor Bio
Paul Kennedy is among the world's best-selling and most influential historians. Raised in Newcastle-upon-Tyne, he took his doctorate in Oxford and began work shortly afterwards for the first great historian of WW2, Sir Basil Liddell Hart. He now teaches at Yale, and is the author or editor of nineteen books, including The Rise and Fall of the Great Powers (translated into over twenty languages), and Engineers of Victory: The Problem Solvers Who Turned the Tide in the Second World War.

Lords of the Lake
The Naval War on Lake Ontario, 1812-1814
Robert Malcomson

Summary
Of all the struggles that took place along the border between the United States and Britain's provinces in Canada during the War of 1812, the one that lasted the longest was the battle for control of Lake Ontario. Because the armies depended on the lake for transportation, controlling it was a key element in the war on land. Both Britain and the US threw manpower and resources into efforts to build inland navies, culminating on the British side in a ship larger than Nelson's Victory. This is the first full-length study of this aspect of the War of 1812.

Contributor Bio
The late Robert Malcomson was a leading expert on the War of 1812 and the Age of Sail on the Great Lakes. He wrote several acclaimed books, including Capital in Flames: The American Attack on York, 1813 and A Very Brilliant Affair: The Battle of Queenston Heights, 1812, and was well known for the battlefield tours he led of the battlefield at Queenston Heights for the Friends of Fort George.
Lying for the Admiralty
Margaret Cameron-Ash

Summary
2018 marks the start of the celebrations of the 250th anniversary of Cook's Endeavour voyage (1768-1771). Never have Cook's journals and charts been subjected to such unbiased, forensic examination. The doubts, puzzles and queries raised by J.C. Beaglehole, Cook's renowned editor and biographer, are answered. Cook's discoveries had to remain secret until Britain could afford to send an occupation force to fortify the place and keep out the French hence the publication of Cook's censored journal and charts. Controversial, detailed, contentious and compelling.

Darkest Before Dawn
U-482 and the Sinking of Empire Heritage 1944
John Peterson

Summary
The full story of one of the greatest Allied shipping losses of World War II

For the first time, this book describes how U-482 managed to slip undetected into the busy shipping lanes of the North Channel and carry out the last great U-boat patrol of the war. In the autumn of 1944 World War II was coming to an end, and the U-boats in the Atlantic had been beaten back through a massive program of Allied shipbuilding combined with tactical, technological, and intelligence improvements. The threat to Allied shipping had diminished but not disappeared, and a lone U-boat on its first active patrol slipped into the North Channel—in just a few days five ships lay broken on the seabed including the Empire Heritage, one of the largest Allied ships lost in the entire war. Also lost was a rescue ship attacked while trying to rescue survivors from the Empire Heritage; the Jacksonville, an American tanker sailing out of New York; and a RN corvette sent to hunt the U-boat down. This is the story of the attack, the aftermath, and the men involved.

Contributor Bio
John Peterson first became interested in the story of the Empire Heritage upon discovering that his grandfather had been aboard when she was sunk. He was one of the few survivors. He has written many articles for Scottish Island Explorer, Shetland Life, and The New Shetlander.
The HMS Victory Story
John Christopher

Summary
This is the story of Britain's most illustrious war ship, immortalized as Admiral Lord Nelson's flagship in the Battle of Trafalgar. Constructed from the wood of over 6,000 trees, HMS Victory was designed as a "first rate ship," the Admiralty's designation for its largest ships of the line which packed a formidable punch with more than 100 guns arranged on three decks. In addition to the Battle of Trafalgar, HMS Victory saw action in the First and Second Battles of Ushant and during the Battle of Cape St Vincent. After bringing Nelson's body back to England, the Victory sailed out on a number of expeditions until her retirement in 1812. This magnificent ship is now the centerpiece of Portsmouth's historic docks and serves as the oldest naval ship still in commission. HMS Victory provides a fascinating insight into the lives of the British sailors who served on her.

Contributor Bio
John Christopher is a life-long transport enthusiast, an author, and a balloon pilot. He is currently involved in Airship Initiatives, which is bringing a Zeppelin airship to the UK for pleasure trips. He is the author of Balloons at War, Brunel's Kingdom, and The Tornado Story.

Voices from the Carpathia
Rescuing RMS Titanic
George Behe

Summary
The story of Titanic from the little-considered point of view of the passengers on the rescue vessel Carpathia

When Titanic began sending out distress calls, one of the first to reply was the Cunard liner Carpathia. As it turned out, Carpathia was the only vessel to reach the scene in time to save the lives of any of Titanic's passengers, and, after she arrived in New York, reporters crowded the pier and vied with each other to obtain interviews with the survivors of the disaster. In their zeal to interview survivors, though, the reporters brushed right past other people who could have provided their own eyewitness accounts—namely, Carpathia's own passengers, largely left to their own devices as to how and when they discussed their participation in events. A few wrote letters to relatives, others wrote accounts intended for publication. The author's collection of these rare written accounts and interviews sheds new light on the tragic way the lives of so many were impacted by the loss of the largest passenger liner in the world.

Contributor Bio
George Behe is a past vice president of the Titanic Historical Society. He acted as a consultant for several Titanic documentaries and books, and has written numerous articles about the ship for the Titanic Historical Society's journal. He is the author of Titanic: Safety, Speed and Sacrifice and On Board RMS Titanic. He lives in Mt. Clemens, Michigan.
HMAS Bataan, 1952
An Australian Warship in the Korean War
Anthony Cooper

Summary
A unique account of Australia’s involvement in the Korean War, this record tells the story of destroyer HMAS Bataan’s 1952 tour of duty. Written from two contrasting perspectives—namely from a “lower deck” seaman and an “upper deck” commander—this narrative draws on a variety of archival sources, including the ship’s monthly log, a collection of poetry written aboard the ship during the war, letters, and photographs. Peppered with intimate insights from the unpublished notebooks, this chronicle will entice those interested in naval and military history.

Contributor Bio
Anthony Cooper is a school teacher in Brisbane, Australia.

The Search for HMAS Sydney
An Australian Story
Ted Graham, Bob King, Bob Trotter, Kim Kirsner

Summary
In November 1941, the HMAS Sydney, the pride of Australia’s wartime fleet, and its crew of 645 disappeared without a trace off the Western Australian coast. All that was known was Sydney had come under fire from the German raider HSK Kormoran, which also sank. After numerous unsuccessful searches from the mid-1970s onwards, the Finding Sydney Foundation was set up and, in March 2008, one of Australia’s greatest maritime mysteries was solved when both wrecks were finally discovered. The Search for HMAS Sydney pieces together the incredible story of Sydney, its crew, and the families left behind. It details the innovative and powerful research procedures implemented by the Finding Sydney Foundation to locate the wrecks of Sydney and Kormoran, their discovery, and the detailed forensic analyses and commemorations that followed.

Contributor Bio
Ted Graham was the chairman of the HMAS Sydney Search Pty Ltd. He was appointed a Member of the Order of Australia for his role in the successful search for the HMAS Sydney. Bob King is a chartered engineer and a practicing consultant to the Australian offshore oil and gas industry where he has more than 40 years of experience. He received the Medal in the Order of Australia for services to the offshore oil industry in reference to the North West Shelf development. Bob Trotter is a former director of the Finding Sydney Foundation and for his work in finding Sydney, he was awarded a Medal in the Order of Australia in 2009. He served the Australian Navy for 35 years. Kim Kirsner is a professor at the University of Western Australia. She initiated the Oceanography Workshop, which helped to determine the general location of several missing wrecks, including the HMAS Sydney.
The Unseen Britannic
The Ship in Rare Illustrations
Simon Mills

Summary
The Olympic-class ship as never seen before, with previously unpublished and rare illustrations

The third and final sister of the Olympic-class ships, Britannic is quite often—and unfairly—the lesser known in comparison to Olympic and Titanic. Launched at the start of 1914, she began her career on the cusp of war and was put to good use for Queen and Country. Requisitioned by the military in 1915, that April she became Her Majesty’s Hospital Ship Britannic. However, her life was cut tragically short in November 1916, when she was hit by an explosion of unknown origin and sunk shortly after. Thanks to the improvements in safety heralded after the tragedy of her sister, Titanic, 1,036 of 1,066 on board survived. Here Simon Mills brings together previously unseen material and this poignant story to tell a tale of heroism in World War I and an oft-forgotten but key ship to maritime history.

Contributor Bio
Simon Mills is a long-standing camera technician of the UK film industry. He has researched numerous documentaries on historical and maritime subjects, and is a published author on all three Olympic-class ships. He has also written a number of articles for the well-respected Titanic Commutator.

Ordeal Below Zero
The Heroic Story of the Arctic Convoys in World War II
Georges Blond

Summary
From August 1941 convoys of merchant ships gathered in Scottish ports or at Reykjavik and crossed the Arctic Ocean carrying war materials and Red Cross supplies for the Russian cities of Murmansk and Archangel. Each voyage was a struggle for survival through treacherous seas, ice-packs, snowstorms, and the Arctic darkness. The sailors struggled against German bomber planes, U-Boats, and destroyers, as well as the battleship Tirpitz. To survive the sea crossing was just the beginning as they also had to survive the Arctic winter. Georges Blond recreates these voyages, and the heroism of the ships’ crews, through official documents, ships’ logs, and eye-witness testimony. He conveys the drama and feats of endurance that led Winston Churchill to describe the Arctic convoys as “the worst journey in the world.”

Contributor Bio
Georges Blond was a prolific French writer of military history, whose works included The Marne: The Battle that Saved Paris and Changed the Course of the First World War. He enlisted in the French navy during World War II. He died in 1989.
**Battle of the Atlantic**
Marc Milner

**Summary**
A major reinterpretation of the most important military campaign of World War II
World War II was only a few hours old when the Battle of the Atlantic, the longest campaign of World War II and the most complex submarine war in history, began with the sinking of the unarmed passenger liner Athenia by the German submarine U30. Based on the mastery of the latest research and written from a mid-Atlantic—rather than the traditional Anglocentric—perspective, Marc Milner focuses on the confrontation between opposing forces and the attacks on Allied shipping that lay at the heart of the six-year struggle. Against the backdrop of the battle for the Atlantic lifeline he charts the fascinating development of U-boats and the techniques used by the Allies to suppress and destroy these stealth weapons.

**Contributor Bio**
Marc Milner is a history professor who has written extensively on the naval history of World War II. His other books include *North Atlantic Run* and *The U-Boat Hunters*. He lives in New Brunswick, Canada.

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**Death at Dawn**
Captain Warburton-Lee VC and the Battle of Narvik, April 1940
Alf R. Jacobsen

**Summary**
Hitler's desperate need for iron ore was the main reason for his attack on Norway in April 1940. The battle for Narvik's ice-free harbor soon became a crucial objective for both Allied and Axis forces. *Attack at Dawn* covers the two key battles that fought on 10th and 13th of April. The first battle was initiated by the British Navy, who had orders to prevent a German landing. U-boats failed to spot the patrolling British destroyer flotilla and, early in the morning on April 10th, they sank two German destroyers and six merchant ships in the harbor. The Germans retreated but, unbeknown to the British, five more destroyers were anchored nearby. Battle continued on April 13th. In total, 10 destroyers sank—only U51 survived by escaping to sea. *Attack at Dawn* is an epic drama which involved naval and land forces. It is the first key investigation of the battle and forms part of an award-winning trilogy.

**Contributor Bio**
Alf R. Jacobsen is a Norwegian journalist, nonfiction writer, and novelist.
**Operation Basalt**

The British Raid on Sark and Hitler's Commando Order

Eric Lee

**Summary**

Operation Basalt was a raid carried out by British commandos on the island of Sark on the night of October 3-4, 1942. It was intended to reassure Channel Islanders that they had not been forgotten following their German occupation, to force the Germans to deploy resources, and to gain intelligence through German prisoners. Thought a tactical success, the raid remains mired in controversy, remembered because of Hitler's reaction. Three days after the raid, he issued this order: "In future, all terror and sabotage troops of the British and their accomplices, who do not act like soldiers but rather like bandits, will be treated as such... and will be ruthlessly eliminated in battle, wherever they appear." Using the National Archive in Kew and the Sark Society archives, Eric Lee tells the Basalt story for the first time. Did the commandos kill bound and unarmed German soldiers?

**Contributor Bio**

**Eric Lee** is a London-based author, journalist and political activist. He is author of two books of military history (Saigon to Jerusalem: Conversations with Israel's Vietnam Veterans and Operation Basalt: The British Raid on Sark and Hitler's Commando Order) and several books about the labor movement and the Internet. His next book is Democratic Socialism: The Georgian Experiment, 1918-21. He is also the founding editor of LabourStart, the news and campaigning website of the international trade union movement.

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**10 Greatest Ships of the Royal Navy**

John Ballard

**Summary**

For more than 150 years it was the world’s most powerful force: between victory at Trafalgar in 1805 and the withdrawal from ‘east of Suez’ in the 1960s, the ships of the Royal Navy were ubiquitous. From Newfoundland to New South Wales and Cyprus to Ceylon, the Royal Navy was there, protecting British interests, projecting British power and maintaining British prestige. An Act of Parliament laid down that the Royal Navy had to maintain a number of battleships at least equal to the combined strength of the two next largest navies in the world and in addition to this, shipyards up and down the land were sending the most technologically advanced vessels of the age down their slipways. In this readable and informative book, John Ballard tells the story of ten of the most significant ships in the Royal Navy, from HMS Victory, Nelson’s flagship at Trafalgar, to HMS Invincible, the key ship of the Falklands War. In between there are the stories of a variety of ships that encompass the era of the Royal Navy’s global pre-eminence and Pax Britannica, two world wars, the Cold War and the comple...

**Contributor Bio**

John Ballard is a journalist, writer and former press officer with a keen interest in maritime history. While working as a reporter for the Wiltshire Times newspaper he regularly wrote news and feature articles about the army and is the author of Three Lions Roaring, a book telling the story of 10 classic England football team matches between 1938 and 1998.
**Prisoner of War**

**Bone Ship Models - Treasures from the Age of Napoleonic Wars**

Manfred Stein

**Summary**

During 1792-1815, the period of the Coalition Wars and the Napoleonic Wars between France and Europe, prisoners were taken on both sides. The majority of them were confined, sometimes for many years, in England and Scotland. Some of the prisoners built ship models from scraps of wood or mutton and beef bones. Rigging was made of silk or whatever other fine material could be obtained. The prisoners developed an art form and the models were sold to the public through the guards. This trade enabled the prisoner to acquire ivory and special tools to make the models all the more decorative. The remain highly sought after and valuable collectors' items to this day. This book shows the beauty of the models selected as the finest in the Peter Tamm Collection in the International Maritime Museum of Hamburg.

**Contributor Bio**

Since his retirement in 2010 **Manfred Stein** has been working in an honorary capacity at Altona Museum Hamburg and has been involved with the museum's bone ship collection. He lives with his family in Hamburg.

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**Herring**

**A History of the Silver Darlings**

Mike Smylie

**Summary**

The unusual history of the herring and those whose lives have revolved around getting it to the tables of the masses

The story of herring is entwined in the history of commercial fishing. For more than two millennia, herring have been commercially caught and its importance to the coastal peoples of Britain cannot be measured. At one point tens of thousands were involved in the catching, processing, and sale of herring, and many towns on Britain's East Coast grew rich on the backs of the "silver darlings." This book looks at the effects of the herring on the people who caught them, the unique ways of life, the superstitions of the fisher folk, their boats, and the communities who lived for the silver darlings. With a wealth of illustrations, this fascinating book reveals the little-known history of the herring—and for those who have neglected the silver darlings for lesser fish such as cod and haddock, there are a number of mouthwatering recipes to try.

**Contributor Bio**

**Mike Smylie** is a maritime historian and naval architect who has written extensively on fishing vessels and the fishing industry, including *Fishing the European Coast*. He can often be spotted at fishing festivals manning his herring smokery.
The Rise and Fall of Harland and Wolff
Tom McCluskie

Summary
The full history from a well-known ex-employee and advisor to James Cameron for Titanic
Harland and Wolff, the shipbuilder to the world, enjoyed a mighty heyday before crashing into obscurity. This illustrated book chronicles its history from its creation to the present day. This is the fascinating story of arguably the world's greatest and best known shipbuilding company from glory days to collapse, told from the unique perspective of someone who was there at the time. Today the company is no longer involved in shipbuilding, now maintaining a small ship repair operation, but at its peak it employed more than 45,000 people. Employee and archivist Tom McCluskie sheds light on many little-known facts about the company, delves into the human interest stories, and recounts both the mighty zenith and ignominious end of this great company.

Contributor Bio
Tom McCluskie is the author of Anatomy of the Titanic and Titanic and Her Sisters. His 38-year career at Harland & Wolff saw him rise from mail boy to head of the draughting department, retiring as admin and archive manager. He was technical consultant to James Cameron on Titanic.

And Now the Shipping Forecast
A Tide of History Around Our Shores
Peter Jefferson

Summary
This affectionate look at the revered British radio broadcast surveys the history and lore of the four-times daily announcements of weather reports and forecasts for the seas around the coasts of the British Isles. Written from the perspective of an announcer who read the on-air forecast for nearly 40 years, this book begins with the genesis of the forecast itself. This narrative spans from 19th-century inventions of the Beaufort wind scale and Fitzroy's barometer and the founding of the British Meteorological Office to maritime codes, conventions, and traditions and life on the ocean wave. With a look at how technological progress has intervened in the collation, production, and transmission of the Shipping Forecast, this book shows how the broadcasts earned such a deep-rooted place in the audiences' psyche.

Contributor Bio
Peter Jefferson is a former radio announcer and news reader for the British Broadcasting Corporation who read the Shipping Forecast up until his retirement. Since then he has performed voiceovers and appeared on various radio and television programs, including The Bill, Holby City, My Family, and Never Mind the Buzzcocks.
**The Portsmouth Dockyard Story**
*From 1212 to the Present Day*
Paul Brown

**Summary**
From muddy creek to naval-industrial powerhouse; from constructing wooden walls to building Dreadnoughts; from maintaining King John’s galleys to servicing the enormous new Queen Elizabeth-class aircraft carriers: this is the story of Portsmouth Dockyard. Respected maritime historian Paul Brown’s unique 800-year history of what was once the largest industrial organisation in the world is a combination of extensive original research and stunning images. The most comprehensive history of the dockyard to date, it is sure to become the definitive work on this important heritage site and modern naval base.

**Contributor Bio**
PAUL BROWN was born and brought up in Gosport, Hampshire. From a naval family and with a life-long interest in maritime affairs and the history of Portsmouth, he is a retired academic and now a writer, researcher, speaker and photographer who has lectured at the National Maritime Museum, Greenwich. He lives in Northamptonshire and has previously written Maritime Portsmouth and Historic Sail.

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**Humble Works for Humble People**
*A History of the Fishery Piers of County Galway and North Clare, 1800-1922*
Noel P. Wilkins

**Summary**
This beautifully illustrated book explores the history of the fishery piers and harbours of Galway and North Clare. A testament to these structures as feats of engineering, it is also a riveting account of the human aspect that shadowed their construction; a beautiful rendering of the maritime activities that gave life to the Wild Atlantic Way - kelp-making, fishing, turf distribution, and sea-borne trade. Humble Works for Humble People nurtures the retelling of human stories surrounding the piers, giving voice to the unacknowledged legacy of the lives that were their making. Foreign financial support, humanitarian efforts, controversies and conflict - these are all features of the piers and harbours' development and preservation. Humble Works for Humble People is a vital contribution to the maritime history of Galway, Clare and of Ireland in general; an overlooked but culturally rich facet of Irish history. [Subject: Irish Studies, History, Maritime History, Irish History]
The Aberdeen Line
George Thompson Jnr's Incomparable Shipping Enterprise
Peter H. King, Sir Andrew Leggatt

Summary
Founded in 1825 by the 21-year-old George Thompson Jnr, the Aberdeen Line developed over 100 years into being one of the best-respected shipping lines in Britain. Initially traversing the short sea, Atlantic, South American, Far Eastern and Antipodean trade routes before settling to become the longest serving line on the Australian trade, the Aberdeen Line navigated commercial takeovers by the Oceanic Steam Navigation Co., Shaw Savill and Albion, Lord Kylsant’s Royal Mail Group and Furness Withy, before becoming all but forgotten when it finally furled its sails in 1957. Here Peter H. King seeks to bring this once prominent shipping line's history to light once more for the enjoyment of shipping enthusiasts and maritime enthusiasts everywhere.

Contributor Bio
Captain Peter H. King has 59 years’ experience in the merchant shipping industry. Beginning as a BP cadet and seeing officer service in the New Zealand Shipping Co., he moved to a marine support role that led to him being based in Aberdeen, where he became fascinated by the Aberdeen Line. Since then, he has held a post at Trinity House and is now the principal of a marine surveying practice. He is liveryman of the Honorable Company of Master Mariners and a Fellow of the Nautical Institute.

Great Stories of the Great Lakes
Dwight Boyer

Summary
The first commercial ship to sail the Great Lakes promptly vanished on its maiden voyage, a prophetic beginning to the grim and tragic history of navigation on the world's greatest fresh-water seas. The ribs and plates of thousands of vessels - the immigrant ships, brigs, schooners, steel freighters, and even big salt-water tramp ships, built to go anywhere in the world - today lie fathoms deep, victims of fierce storms, collisions, fires, shoals, and the myriad hazards of navigation. Here, too, are the ghosts of the men who sailed them, tramping the decks of lost ships. It is typical of the sailor's lot, too, that while they died as heroically as their brethren on salt water, many of them perished unknown and unheralded. Written by a newspaperman who had spent years collecting and documenting the history of lakeships and the men who sail them, Great Stories of the Great Lakes brings to light the heroism, tragedy, and humor, largely overlooked by history, that was and is part and parcel of the evolution of the great inland oceans. These are true stories of the ships and men who playe...

Contributor Bio
Dwight Boyer (November 18, 1912 in Elyria, Ohio - October 15, 1978 in Willoughby, Ohio) was a reporter and marine historian of the Great Lakes. He wrote for The Blade (Toledo, Ohio) from 1944-1954, and for The Plain Dealer (Cleveland, Ohio) from 1954-1978. Boyer specialized in feature-length narratives of life aboard Great Lakes lake freighters, often concentrating on stories of mystery and disaster. He had many friends in the shipping trade and among the newsgatherers of the Great Lakes ports, and carefully weighed the information they gave him. He excelled in constructing a conjectural trajectory for the cargo vessels that disappeared in the great storms of the past, never being seen in again in their home port or any other harbor of refuge. Boyer discussed the 1882 foundering of the SS Asia, the 1927 disappearance of the SS Kamloops, and the 1929 foundering of the SS Milwaukee, in Ghost Ships of the Great Lakes (1968), and retold an account of the 1975 disappearance of the SS Edmund Fitzgerald in his last book, Ships and Men of the Great Lakes (1977).
**Ladies of the Lakes**

Jim Clary

**Summary**

Jim Clary's unquestionable marine art talent is traced to his early days as a schoolboy. He remembers vividly having his ears boxed while drawing in his arithmetic. But his love for the sea and ships no doubt began during the years he lived near the Detroit River, fishing and playing amidst the sea gulls and the beckoning whistles of passing vessels. This he believes established his strong desire to paint ships. When the family moved to the rural town of Richmond, Michigan, Jim spent much of his time in nearby St. Clair, a small town along the St. Clair River, which deepened his interest in ships' lore, and led him to devote his full talents to painting ships and collecting bits and pieces of maritime history. Like most of the famous marine artists of the past, Clary is self-taught. His natural talent gradually came alive through the combined effort of drawing and the love and knowledge of ships. Thus having relied on extensive reading, research, and experience, he brings to his work the most accurate possible interpretation of each subject. During his endless search for data and det...

**Contributor Bio**

The prolific and unquestionable talent of marine artist, author, and historian Jim Clary is traced to his early days as a schoolboy. He remembers vividly having his ears boxed while drawing in arithmetic. Yet his love for the sea and ships no doubt began during those early years when he lived near the Detroit River, fishing and playing amidst the sea gulls and the beckoning whistles of passing vessels. This environment, he believes, established his strong desire to paint ships. When the family moved to the rural town of Richmond, Michigan, he spent much of his time in nearby St. Clair, a small town along the St. Clair River, which deepened his interest in ships' lore, and led him to devote his full talents to painting ships and collecting bits and pieces of maritime history. Like most of the famous marine artists of the past, Clary is self-taught. Hungry for and fascinated by maritime lore, his natural talent evolved through the combined effort of drawing and the love and knowledge of ships. Thus having relied on extensive study and experience, his works are profound statements of historic...

**Ships and Men of the Great Lakes**

Dwight Boyer

**Summary**

Ships and men of the Great Lakes spans more than a century of Great Lakes history in a series of true, thoroughly documented dramas, most of them describing the misadventures of vessels and the men who sailed them. What ever happened to the sturdy old SOO CITY—what caused her to vanish with all hands? There was no mystery, however, about why the Daniel J. Morrell went down one stormy night in November 1966, although the survival of crewman Dennis Hale and his graphic account of his encounter with a ghostly stranger on the life raft is another matter. Stories of dreadful tragedy and unbridled stupidity are intermingled with unsurpassed acts of heroism such as recounted in the ill-fated voyage of the passenger steamer Erie. One August 9, 1841, the Erie left her dock at Buffalo, New York bound for Chicago with stops in Erie, Cleveland, and Detroit with over three hundred passengers aboard. She never made it! The W.W. Arnold was smashed to pieces on Lake Superior in 1869, when aids to navigation were practically nonexistent. Yet, 106 years later, in 1975, the gigantic ore carrier, Edmund...
Ships of the Great Lakes
James P. Barry

Summary
From the Indian canoe to the largest ships, this fascinating book carries the reader through three centuries of marine growth and adventure on the Great Lakes. A classic long out of print, the volume is now available in this revised and expanded edition, which portrays the sweep of history on the Great Lakes through story and illustration. The fur trade, naval battles, the rise and fall of the great passenger ships, and the development of huge cargo carriers are portrayed in vivid detail. The history of the Great Lakes is seen through the eyes of the courageous men who sailed the Lakes as well as through the sharp eyes of travelers such as Margaret Fuller and Charles Dickens. The text, historic drawings and photos portray every vessel and event of importance in 300 years of ships and men on the Great Lakes.

Contributor Bio
Jim Barry's history of the maritime disasters of the Great Lakes is well researched and documented. It includes 149 black-and-white photographs of wrecks from the late 19th century as well as the 20th century. The author includes a comprehensive bibliography, notes, and an index. James Barry made his first voyage on a lake freighter at the age of eight, and soon afterward learned to sail in a Mackinaw boat. His interest in the Great Lakes continued through a career as a Regular Army Officer, a university administrator, director of an arts organization, and editor of a quarterly review. Seven of his previous books have dealt with various aspects of the Lakes. Barry's other published books include: Ships of the Great Lakes: Georgian Bay, The Sixth Great Lake; The Fate of the Lakes; The Battle of Lake Erie; The Great Lakes and Georgian Bay an Illustrated History. Barry's newest title, Old Forts of the Great Lakes: Sentinels in the Wilderness, continues the tradition of comprehensively researched and dramatically presented titles about the Great Lakes and their history.

Port of London Through Time
Geoff Lunn

Summary
Until the middle of the twentieth century, the Port of London was the busiest in the world. A long, slow decline set in, as ships grew larger and numerous seamen's strikes and the advent of containerisation decimated the docks. Everything moved downriver and the Port of Tilbury grew to cope with the demand, while the docks in London itself declined and were closed. Some have been filled in, others converted to other uses, with London City Airport and Canary Wharf being built on converted docklands. Geoff Lunn tells the story of the Port of London, from the Pool of London to Tilbury and Gravesend, using a combination of images, both old and modern. Inside are views of the redevelopment and changing face of the docklands areas.
**British India Steam Navigation Co. Liners of the 1950's and 1960's**

William H. Miller

**Summary**
The British India Steam Navigation Company Limited, dating from 1862, was one of Britain's largest and most important shipping firms and has been owned by the even larger P&O since 1914. BI, as it was commonly called, created and maintained a great network of sea-going services – to Africa, India and the Middle East, and to the more distant Far East. BI passenger ships in particular were important for the steady, uninterrupted flow of representatives and citizens of the Crown – from the likes of High Commissioners in first class to Indian workers in deck class. These were links in an age now gone completely. William H. Miller, author of over eighty maritime books, reviews the final fleet, the last great era, in the 1950s and 1960s, of the British India Steam Navigation Company's passenger ships.

**Contributor Bio**
William H. Miller writes extensively on ocean liners, and is known as Mr Ocean Liner. He lives in New Jersey when he is not aboard a cruise ship lecturing about ocean liner history.

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**Policing South Wales Docks**

*An Illustrated History*

Viv Head

**Summary**
Alongside the emergence of the railways in the nineteenth century came a huge expansion of docks and shipping. Worldwide demand for Welsh steaming coal also saw a population explosion in the towns of Newport, Cardiff, Penarth and Barry. Foreign seamen, ship owners, opportunists, thieves and vagabonds all came in search of a share in the new prosperity. It resulted in hard-living overcrowded communities where drunkenness, prostitution, thieving, violence and murder flourished. Embryo Borough police forces were stretched to the limit and beyond to deal with it. Each of these coal ports formed their own police forces to deal with the mayhem. Like needed to be met with like; it was not a job for the faint-hearted. The Bute Dock Police went out on patrol armed with cutlasses; and two of its officers drowned on duty on separate occasions, one in particularly suspicious circumstances. Strikes, two world wars, more organised crime and drugs were all part of the story. In 1923, the railway amalgamations meant that for the next twenty-five years it was the GWR Police who kept a grip on the dock...

**Contributor Bio**
Viv Head is a former policeman who now pursues his interests in history and sailing. He sails *Fleur,* a diminutive lug-sailed ketch, when the tides and winds allow. He has previously published on behalf of the Association for Gaff-Rig Sailing.
**Flying Boats**

*Air Travel in the Golden Age*

Charles Woodley

**Summary**

From the early 1930s until the end of that decade long-distance air travel was the preserve of the flying-boat, which transported well-heeled passengers in ocean-liner style and comfort across the oceans. By the end of World War Two things had changed. The development of large landplane bombers had brought about the construction of long concrete runways which could be used after the war by a new generation of large transport aircraft. Commercial flying-boat services resumed in the post-war years but their days were numbered. This book covers the whole spectrum of passenger flying-boat services, from their golden age to their twilight years.

**Contributor Bio**

CHARLES WOODLEY is a lifelong aviation enthusiast. He is the author of several books and many magazine articles on historical aviation subjects, including the successful Heathrow: The First 50 Years and BO AC: A History for The History Press. A long-time member of Air-Britain, he founded and ran for over ten years the Grampian Airtouring Society, the local aviation enthusiasts’ society for the Aberdeenshire area. He lives in Aberdeenshire.

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**Handling Cargo**

*Freighters of the 1950s and ‘60s*

William H. Miller

**Summary**

Freighters of the 1950s and ‘60s – with masts, booms & hatches – were the last of their generation. It was the end of an era, just before the massive transition to faster, more efficient containerized shipping and on larger and larger vessels. These were ‘working ships’, but many would be retired prematurely and finish-up under flags of convenience, for virtually unknown owners, before going off to the scrappers in the 1970s and ‘80s. For some ships, their life’s work was cut and their decommissioning was quick. In this new book, William Miller remembers the likes of Cunard, Holland America & United States Lines on the North Atlantic, Moore McCormack Lines to South America, Farrell Lines to Africa and P&O out East.

**Contributor Bio**

William H. Miller has written more than 100 books on passenger ships and is an acknowledged world expert in his field. He has received the National Maritime History Award in the US and the Silver Riband Award, and he created the passenger ships database for the Ellis Island Immigration Museum. He has appeared in numerous documentaries and news broadcasts, and is a frequent guest lecturer aboard cruise ships.
### The Lifeboat Service in England: The North East Coast

**Station by Station**

Nicholas Leach

#### Summary

The Royal National Lifeboat Institution was established in 1824 and has a long and proud tradition of saving life at sea. Today, the volunteer lifeboat crews on the coasts of Northumberland, County Durham, Yorkshire and Lincolnshire operate high-tech state-of-the-art lifeboats for the purpose of saving lives at sea. The RNLI currently operates sixteen lifeboat stations along the north-east coast of England. This comprehensive book has details of every one, and covers their histories and the current operations. It also includes details of old stations that have been closed, photographs of lifeboat memorials, and contains descriptions of some of the dramatic, courageous and daring rescues undertaken by the lifeboat crews from the region. Author Nicholas Leach has amassed a wealth of information about the lifeboats and lifeboat stations of the North East, past and present, visiting every one to provide a complete and up-to-date record of lifesaving in the treacherous North Sea between Berwick-upon-Tweed in the north and Skegness.

#### Contributor Bio

Nicholas Leach is editor of the international shipping magazine Ships Monthly and an acknowledged expert on lifeboats and the author of many books and articles on the lifeboat service in the United Kingdom and Ireland. He has written extensively about the subject, including a number of books for Amberley. He has visited every RNLI lifeboat station and his photographs have appeared in a wide range of magazines, books and other publications. He is Editor of the international shipping magazine Ships Monthly, and read History and Politics at the University of Manchester. He lives in Lichfield, Staffordshire, and travels extensively in pursuit of the latest lifeboats.

### The Shipping Wizard of Kirkcaldy

**Andrew Weir's Bank Line**

Alistair Macnab

#### Summary

One of the United Kingdom's largest and last remaining Cargo Liner and Tramp Ship operators surviving into the 21st century despite the advent of the containership which has swept most traditional American and British shipping companies from the world's oceans. This book takes a look at the influences of the 19th century entrepreneurs who shaped 20th century international commerce. The United States succeeded Britain as the world's economic superpower but the shift was as inevitable as it was beneficial for the betterment of the world at large. In many ways, the common cultural heritage of both countries ensured a smooth transition. The ensuing Great Depression of the 1930s followed by WWII, marked America's global maturity and firmly planted her name on the 20th century. But time moves on and today's international problems require completely new answers. The westward shift of global hegemony may not be accomplished as smoothly and beneficially as it was before, and may come a lot sooner that many of us would think or like. International commerce is today increasingly dominated by East...

#### Contributor Bio

Sternwheelers and Canyon Cats
Whitewater Freighting on the Upper Fraser
Jack Boudreau

The story of men who braved the dangerous waterways of the upper Fraser River to build the GTP Railway.

Summary
Forbidding canyons, raging rapids and menacing rocks—this was the daily challenge that faced whitewater men who worked the wild rivers and creeks to bring freight and supplies to northern BC in the years before the Grand Trunk Railway. In particular, the Grand Canyon of British Columbia's Fraser River was infamous for swallowing at least 200 luckless occupants of rafts and small craft between the years 1862–1921. *Sternwheelers and Canyon Cats: Whitewater Freighting on the Upper Fraser* is the story of the "Canyon Cats" who made their living running the Grand Canyon and other equally dangerous waterways; men such as George Williams, affectionately known to his peers as "The Wizard of the River," and Frank Freeman, a powder expert who tamed the wildest water by blowing out many of the worst boulders and logjams thereby allowing safer passage for the scows, sternwheelers, rafts and boats that travelled the murky river.

A total of twelve steamers worked the upper Fraser River during the period 1862–1921 and the dangers faced by these vessels and their steel-nerved captains are legend. It w...

Contributor Bio
Jack Boudreau was born in the small community of Penny, BC. He has devoted his professional life to British Columbia's forest industry working as a licensed scaler, industrial first-aid attendant and forest fire fighter mostly with the Ministry of Forests. From early childhood he has been an avid lover of the outdoors. He is a mountain climber, fisher and skier. Boudreau is the author of five bestsellers--*Sternwheelers and Canyon Cats, Crazy Man's Creek, Grizzly Bear Mountain, Wilderness Dreams* and *Mountains, Campfires and Memories*. He now lives in Prince George, BC, where he spends his time writing about the early settlers and homesteaders of BC.

Buckets and Belts
Evolution of the Great Lakes Self-Unloaders
Valerie van Heest, William Lafferty

Summary
On a warm summer afternoon in 1927 off South Haven, Michigan, an old barge began taking on water. Helpless to staunch the flow and realizing their vessel would inevitably sink, the crew escaped to the accompanying tug, and watched as their ship plunged beneath Lake Michigan. Its loss unlaunted, its career unheralded, it slumbered on the sandy bottom in the same obscurity that had shrouded its earlier work days as a steam freighter sailing the Great Lakes. However, the vessel's anonymity ended in 2006 when Michigan Shipwreck Research Associates located the sunken wreck of the *Hennepin*. It is now listed on the National Register of Historic Places as the world's first self-unloading vessel. *Buckets and Belts: Evolution of the Great Lakes Self-Unloader* traces more than a century of innovative technological advancements in the conveying of bulk cargos from the *Hennepin*'s conversion to a self-unloader in 1902 to today's mammoth thousand-foot long lake. Enhanced with the most comprehensive collection of self-unloader images ever published and dozens of underwater photographs...

Contributor Bio
Principal in Lafferty van Heest and Associates Exhibit Design Firm, Director of Michigan Shipwreck Research Associates and a member of the Women Divers Hall of Fame, Valerie van Heest has explored, documented and interpreted shipwrecks for over twenty years. She is a recipient of multiple awards from the Historical Society of Michigan for the collection, preservation and promotion of state and local history through her interpretation, writing, filmmaking and exhibit work. She has written several books, magazine/journal articles and more than a dozen documentary films. Her work has been featured in numerous books and articles as well. Valerie is a regular presenter at museums, libraries, and film festivals, sharing the dramatic stories of ships gone missing on the Great Lakes and has appeared on television news networks as well as on the Discovery Channel. Valerie spearheads MSRA's search for ships lost off western Michigan, which has resulted in the discovery of many new shipwrecks.
Lost Legends of the Lakes
An Illustrated History
Robert McGreevy

Summary
Now in Paperback! A unique study of the maritime heritage of the Great Lakes from an Artist’s viewpoint featuring over fifty paintings & drawings of Great Lakes ships starting with the Griffon and ending with the Edmund Fitzgerald. Marine Artist and historian Robert McGreevy has devoted a lifetime to painting and researching ships of the Great Lakes. This new book features many never before illustrated ships from all periods of our maritime history. Special attention has been given to ships that sank, often showing what the wreck looks like today and the circumstances surrounding its loss. Lost Legends of the Lakes is a carefully researched, illustrated, and written chronicle of our freshwater history. Paperback, 144 pages, over fifty illustrations in color.

Contributor Bio
Born in Belfast, Northern Ireland, Robert McGreevy is a Great Lakes historian and marine artist whose family history is steeped in the shipbuilding industry. McGreevy’s grandfather and father worked for Harland & Wolff, Belfast’s biggest shipbuilder; additionally, in 1912, his grandfather worked on the building of the Titanic. During his formative years and surrounded by talk of shipbuilding, McGreevy began building models and sketching ships. McGreevy’s interest in ships had him wondering what ships looked like in their proper environment and this curiosity spurred his interest in painting. With no known photographs capturing the image of many ships, McGreevy delved into research by studying a ship’s enrollment papers and reading contemporary accounts. McGreevy has completed over 300 paintings of Great Lakes ships, encompassing all periods of ship design and development. A historian first and an artist second, by relying on his technical training and drawing in perspective, through his paintings, McGreevy is able to share the results of his research.

Collins Nicholson Waterways Guides – Grand Union, Oxford & the South East No. 1
Waterways Guide 1
Collins Maps

Summary
The number 1 choice for all users of the inland waterways. This established, popular, and practical guide covers the canals and waterways between London and Birmingham. Waterways covered in this guide includes Chelmer & Blackwater Navigation, Grand Union Canal, Lee & Stort Navigations, River Medway, Oxford Canal, and the River Thames. The guide includes detailed Ordnance Survey® maps; descriptive text describing the canals; and comprehensive navigational notes. Published for more than 40 years, the Collins/Nicholson guides to the waterways have always been a vital part of journeys along Britain’s canals and rivers. They are designed for anyone and everyone with an interest in Britain’s inland waterways—from experienced boaters to those planning their first boat trip, as well as walkers, cyclists, and visitors. This practical A5 guide features "lie flat" spiral binding and "book mark" back cover flap for ease of reference. In print for over 40 years, the Collins/Nicholson guides to the waterways have always been a vital part of journeys along Britain’s canals and rivers. These bestsel...
### From the Wheelhouse

**Tugboaters Tell Their Own Stories**  
Doreen Armitage

Now in Tradepaper!

A beautifully illustrated personal look at the history of towboating in BC

#### Summary

Towboats have been a part of British Columbia's history since 1836, when the Hudson’s Bay Company's ungainly sidewheeler *S.S. Beaver* made the first powered tow up the coast. Over the years, tugs and their crews have towed just about everything, including food, machinery, rocks, paper, oil, salt, lumber, oil rigs, deep-sea ships, cars and houses. The humble but admirable tug has kept BC’s marine economy vital and industrious.

*From the Wheelhouse* captures the ins and outs of working in this often overlooked but important industry: relentless tides, wild weather, breakaway barges, the boredom, the practical jokes, superstitions, camaraderie and the agony of a failed rescue attempt.

Author and historian Doreen Armitage interviewed 16 old-time tugboat captains, engineers and deckhands to assemble this intimate and often hair-raising account of life aboard BC tugs. Tugs are called to emergencies on the water, working with the Coast Guard and fireboats to save lives and retrieve damaged vessels. Storms, fog, rip tides and whirlpools, bridges, even other boats operated by inexperienced or careless...

#### Contributor Bio

**Doreen Armitage** has lived in the Vancouver/Howe Sound area for 35 years and has spent a great deal of time boating on BC’s waterways. Her articles have been published in a variety of magazines including *Canadian Geographic, Outdoors Canada, Canadian Heritage and Canadian Living*. Her books include *Around the Sound: A History of Howe Sound-Whistler* and *Burrard Inlet: A History* which was shortlisted for the 2002 City of Vancouver Book Award.

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### High Seas, High Risk

**The Story of the Sudburys**  
Pat Wastell Norris

*High Seas, High Risk* is a thrilling maritime adventure story that offers unique insight into the colourful towboat industry.

#### Summary

Island Tug & Barge, once the largest employer in Victoria, BC, was a Pacific Ocean marine salvage company world famous for deep-sea rescues and long distance towing feats - and infamous for superior crews and a feisty little fleet, including the renowned *Sudbury* and *Sudbury II*. Most famous, however, was the unstoppable, fiery owner, Harold Elworthy - "H.B." for "Hard-boiled" - a boy who started with nothing and became a maritime giant. Together these ships and men proved themselves as some of the best marine salvors in the world. *High Seas, High Risk* recounts the *Sudburys' most notable and dramatic tows and rescues, told mostly through the memories and anecdotes of former crew members.

Island Tug & Barge made headlines around the seafaring world. The *Sudburys* made almost impossible rescues with ease - towing their charges through typhoons, pulling them off pinnacles of rock, fighting their fires and keeping them afloat with batteries of pumps. Beset by storms, lightning, and impossible conditions, the two tugs always made it home safely. Year after year the drama was repeated, until o...

#### Contributor Bio

**Pat Wastell Norris** was carried aboard her father's tugboat before she could walk, and has been addicted to salt air ever since. The author of *Time and Tide: A History of Telegraph Cove, (Raincoast Chronicles 16)* the bestselling *High Seas, High Risk: The Story of the Sudburys and High Boats: A Century of Salmon Remembered*, Norris now lives in Vancouver BC.
Launching History
The Saga of the Burrard Dry Dock
Francis Mansbridge

A fascinating history - with over 150 outstanding photos - of one of the West Coast's major shipbuilders, and a maritime story of imagination and success.

Summary
When Alfred Wallace opened a shipbuilding yard at the north end of Granville Street bridge in 1894, he had little idea that the business would last nearly 100 years. Wallace Shipyards moved to North Vancouver in 1906, became Burrard Dry Dock in 1921, and Versatile Pacific in 1985, and saw changes in marine construction from wooden sailing schooners to steel icebreakers and high-tech search-and-rescue vessels.

The saga of Burrard includes stories of some of the famed ships of the Union Steamship Company that opened up the BC coast; of Canada's post-World War I merchant marine fleet; of the St. Roch, the first boat to traverse the Northwest Passage in both directions and to circumnavigate North America; of the BC Ferry fleet; and of the warships and workboats that came down the ways into Burrard Inlet. It also provides a glimpse of the early years of the twentieth century on the coast, when ships were not mere transportation but also an opportunity to fuse practical workmanship with aesthetics.

Contributor Bio
Born in England in 1943, Francis Mansbridge came to Canada with his parents in 1946. In 1992, after fifteen years an English professor, Mansbridge decided he'd rather be an archivist. He studied at the University of British Columbia and now works at the North Vancouver Museum and Archives. A contributor to both newspapers and literary journals, Mansbridge is also the author of God's Recording Angel, a biography of Irving Layton, and editor of Wild Gooseberries: The Selected Letters of Irving Layton. In his free time, he runs marathons and plays competitive table tennis.

No Sailing Waits and Other Ferry Tales
30 Years of BC Ferries Cartoons
Adrian Raeside

As a part of our provincial highway system and a lifeline for coastal communities, BC Ferries plays an integral part in British Columbians' lives.

Summary
Adrian Raeside has been drawing cartoons portraying the ferry fleet for over thirty years. From breakdowns, groundings, the Fast Ferry Fiasco, the Sunshine Breakfast, German-built ferries, the Million Dollar Man (David Hahn) and fuel surcharges, Raeside has covered it all in his unique style. The best of these hilarious and sometimes poignant cartoons are for the first time compiled into a book, a unique chronicle of our ferry fleet and a must-read for anyone who has ever endured a two-sailing wait at a ferry terminal.

Contributor Bio
Adrian Raeside was born 1957 in Dunedin, New Zealand. At the age of 15 he moved with his parents to England then on to Canada, where he worked at various jobs from loading grain ships in Thunder Bay, to surveying on the West Coast. Editorial cartoonist for the Victoria Times Colonist for 32 years, Raeside's editorial cartoons appear in over 200 newspapers and magazines worldwide, from the Los Angeles Times, to Newsweek Japan.

In 1988, Raeside began producing animated editorial cartoons for the CBC Journal, going on to create, direct and produce dozens of animated shows for Turner Broadcasting and Children's Television Workshop - adapting Jim Henson Muppet characters for animation.

Raeside is the author of over a dozen books. He lives in Whistler, BC.
**Skookum Tugs**

**British Columbia's Working Tugboats**

Robb Douglas, Peter A. Robson, Betty Keller

Winner of the 2003 Bill Duthie Booksellers' Choice BC Book Prize!

A dazzling array of magnificent colour photos and a crisp, engaging text bring to life the spirit of BC's contemporary towboat industry and the beauty of BC's waterways.

**Summary**

Ride along with these brawny boats as they catch the swells and waves of the wild West Coast, navigate deadly tidal rapids and squeeze through a winding maze of boats and bridges as they ply the mighty Fraser River.

Join the Captain Bob, the biggest tug on the coast, as she tows the world's largest log barge across the open waters of the Pacific. Watch Fraser River tugs guide 600-metre log booms between bridge supports with scarcely a whisker of clearance. Observe the intricate ballet as tugs manoeuvre 2,000-tonne chip barges into impossible places. These and many more strikingly illustrated stories will both entertain and inform the reader.

**Contributor Bio**

Robb Douglas was born in Edmonton in 1950 and began his 26-year career as a still photographer with CFRN television, later switching to 16mm film and eventually video. He moved to Regina to work for CBC National TV News, then to Vancouver. After racing endurance horses in BC for a couple of years, Douglas eventually shifted his focus to boats. For Skookum Tugs Douglas donned a pair of caulk boots and learned to run up and down logs with his cameras as nimbly as a boom man. He lives in North Vancouver with his wife Linda and their daughter Kate.

Peter A. Robson has authored hundreds of articles and has served as editor for several magazines, including Pacific Yachting, Cottage and Cottage Life West. He has also authored or co-authored books about commercial fishing, forestry, towboating and salmon farming. He is a regular at Harbour Publishing's Friday martini hour and lives in Garden Bay, BC.

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**The Uchuck Years**

**A West Coast Shipping Saga**

David Esson Young

One of the engaging legends of the BC coast surrounds the steamship companies that provided a lifeline to civilization in the days before highways and BC Ferries.

**Summary**

On the wild west coast of Vancouver Island, those days still exist, as this book reveals in vivid detail. Relating the trials and tribulations of what surely must be the last of Canada's historic coastal shipping lines, The Uchuck Years is a rare first-person account by an old salt who owned and captained his own vessels. Enduring for sixty-five years, the company that came to be known as Nootka Sound Service Limited is still in operation to this day, though David Young no longer owns it and has recently sworn off serving as skipper even in a relief capacity.

Initially serving the communities of Ucluelet and Bamfield, the company refocused its efforts when Highway 28 was punched through the mountains from Campbell River to Gold River in 1959. Logging and mining camp bosses farther up coast in the Nootka Sound and Kyuquot areas were convinced of the company's usefulness, allowing it to move its service farther north along the remote West Coast. The four company vessels—all named Uchuck—have hauled passengers and freight ranging from the more usual outpost supplies to broken aircraft,...

**Contributor Bio**

Author David Esson Young draws upon extensive company records as well as over forty years of experience with Nootka Sound Service, starting as a junior deckhand while in his teens and finishing as co-owner and ship's master. He lives in Royston, BC.
Westcoasters
Boats That Built BC
Tom Henry

A #1 BC Bestseller and the Winner of the 1999 Bill Duthie Booksellers' Choice Award for BC Book of the Year.

Summary
Here is the story of the unique vessels that make up BC history's fleet. The Beaver, the first steamer on the coast, played such an important role that its chunky form and the resonant thud, thud of its sidewheels are inseparable from 19th-century BC history. The Lady Alexandra, a passenger ship in the Union Steamship fleet, is remembered as one of the most beautiful vessels on the coast despite its undignified end as a floating disco in California. The Lootaas, a 50-foot Haida dugout carved in the mid-1980s by BC's preeminent Haida artist Bill Reid, helped lead to the great revival of Native canoe building. Informative and amusing, and just a bit playful, Westcoasters brings the province's strange and romantic nautical history to life.

Grand, harrowing, touching, and downright wacky, the story of the boats and ships of the British Columbia coast is integral to the history of the coast itself. In these stories of fourteen boats that plied BC waters, Westcoasters presents coastal history at its best - informative, well researched, packed with wonderful old photographs, and lots of fun ...

Contributor Bio
Tom Henry was born in Duncan, BC in 1961. He earned his BA in history from the University of Victoria, and has worked on tugboats, in logging camps and owned his own firewood business. A former staff writer for Monday Magazine, Henry has authored several books including Westcoasters: Boats that Built BC (winner of the Bill Duthie Booksellers' Choice Award), The Good Company: An Affectionate History of the Union Steamships (winner of the BC Historical Federation's Lieutenant Governor's Award), Dogless in Metchosin, The Ideal Dog and Other Delusions, Paul Bunyan on the West Coast and Small City in a Big Valley: The Story of Duncan. Henry's audiotape of readings from Dogless in Metchosin is popular with listeners who know him from his CBC Radio "Country Life" column. He lives in Victoria, BC.

Out of the Shell
Lesley Wilson

Summary
Out of the Shell has seafood recipes to suit all tastes and flavors. With Out of the Shell anyone can make memorable meals; these are easy-to-follow recipes with step-by-step instructions and are accompanied by mouth-watering photographs.

The book contains a selection of recipes from appetizers to main entrees, with succulent recipes such as Scallop and Prawn Brochette, Coquilles Saint-Jacques en Seviche, Oysters Kilpatrick, Devilled Oysters and Oysters Greta Garbo.

Contributor Bio
Lesley Wilson currently works as a recipe creator, food demonstrator and food stylist.
Seafood
May Basford

Summary
Seafood offers flavors to compliment every occasion, from a casual barbecue to a formal dinner, and everything in between. In addition to offering a wealth of flavors, seafood is affordable, easy to prepare and endows a wide range of health benefits on those who eat it. The world’s oceans and inland waterways boast thousands of seafood species, and more than 300 of those are harvested commercially and caught by recreational fishers. Seafood is an integral part of our lifestyle. Whether we are enjoying a sizzling summer’s day, or in the middle of a snow storm in winter, we can choose a seafood dish to compliment the occasion. This book offers traditional European recipes as well as Asian and modern North American dishes. It breaks down many of the perceived barriers people have about cooking with seafood. The recipes are simple and easy to read and show that any type of seafood can be prepared easily for cooking. Because these recipes incorporate seafood they are not only wonderfully tasty but also very healthy. Seafood is an important element in a well-balanced diet. Seafood is parti...

Contributor Bio
May now retired takes time out and has enjoyed travelling around Australia. She has trained as a home economist and has worked as a freelance writer for several food magazines.

Mussels & Clams
Anna Luccetti

Summary
Exercise your creative impulses with this superb collection of mussel and clam recipes. As you delve into these pages, you will be pleasantly surprised by the sensational dishes.

The versatility of mussels and clams will amaze you, forever dispelling the myth that cooking seafood should be confined to restaurant chefs. Page after page feature step-by-step instructions to guide your hand and feed your imagination.

If you are hosting a dinner party or want to jazz up an everyday lunch, find out how cooking with mussels and clams can be an absolute treat.

Contributor Bio
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100 Fish & Seafood Recipes
Rick Stein

Summary
Rick Stein's top 100 fish and seafood recipes from all over the world
From Smoked Haddock and Leek Tart to Grilled Squid and Chorizo Salad with Garlic, Rocket, Tomatoes, and Chickpeas, there is something in this collection of recipes for every level of skill and occasion. Rick Stein's passion for flavor and enthusiasm for food shine through his recipes, and his unerring ability to reassure nervous cooks make this cookbook an invaluable resource. Includes dual measurements.

Contributor Bio
Rick Stein is a chef, restaurateur, television host, and author. His other titles include Rick Stein's French Odyssey and Rick Stein's Seafood, which won the coveted James Beard Foundation Cookbook of the Year Award.

Fish & Shellfish
Rick Stein

Summary
The definitive, classic guide to preparing fish and shellfish is reissued with a sumptuous new design, new recipes, and additional photographs
Rick Stein's lifelong passion for cooking fish and shellfish has formed the foundation of his award-winning restaurants and taken him around the world, discovering innovative new recipes, exciting ingredients, and the best preparation techniques. In this completely revised, updated, and re-designed edition—including brand new recipes—of his classic Seafoods, he offers comprehensive and inspirational how-to's for choosing, cooking, and enjoying fish, shellfish, and more. It includes a step-by-step guide to more than 60 essential techniques to prepare all types of seafood: from poaching and salting fish to cleaning mussels and cooking lobster. Based on the methods taught at his Padstow seafood school, every step of Rick's advice is illustrated with photographs for perfect results. More than120 recipes from across the world include light salads, delicious starters, and spectacular main courses—from Monkfish Vindaloo and Rick's own version of Salt ...
**Bart's Fish Tales**  
*A Fishing Adventure in Over 100 Recipes*  
Bart van Olphen, Jamie Oliver

**Summary**  
*Winner of the Edward Stanford Travel Writing Awards "Travel Cookery Book of the Year 2018"*

In this unique and comprehensive book Bart van Olphen travels around the world to visit the most sustainable fisheries. He recounts his journey where he lived, fished and cooked with the men, women and children of the world's fishing communities. Highlighting fishermen who responsibly catch their fish and are an example to the rest of the world, Bart's enthusiasm for environmentally responsible fishing is prevalent throughout his recipes, underlining both how easy it is to cook delicious fish dishes, but also to help ensure that future generations can continue to enjoy them. More than 100 recipes pulled from all over the world cover everything from a simple supper to a celebratory feast. From French classics like Salmon Gravlax and Salt-cod Brandade to Spanish Boquerones (pickled anchovies), Canadian Crab Cannelloni and Sardinian Fregola Vongole (a pasta dish made with fresh clams) to Nasi Goreng (an Indonesian prawn stir-fry) and cooking with sea vegetables like samphire and seaweed to creating...

**Contributor Bio**  
*Bart van Olphen* was presented with the title of the world’s most sustainable seafood entrepreneur in 2008. He presents on Jamie Oliver’s *Food Tube Network* and regularly appears on Jamie & Jimmy’s *Friday Food Fight*.

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**Fish Easy**  
*Over 100 Simple 30-Minute Seafood Recipes*  
Mitch Tonks

*Fish Easy* contains more than 120 delicious seafood recipes that each take less than 30 minutes to prepare and cook.

**Summary**  
*A seafood expert offers simple, delicious recipes that each take less than 30 minutes to prepare and cook*

A collection of incredible fish and shellfish dishes are all made using accessible yet sustainable fish, from salmon and trout to bream and bass to mussels and crayfish. The five chapters are based on cooking methods—the grill, the frying pan, the casserole pot, the oven, and the parcel, for fish baked in a foil parcel. Each chapter features tips on how to get the best results, whatever the heat source. There are plenty of tips and tricks with the recipes, including how to simplify the cooking further, and how to make a similar dish more cheaply. Specially commissioned photographs of the dishes and step-by-steps for many of the techniques complete this beautiful and accessible book. Recipes include dual measurements.

**Contributor Bio**  
*Mitch Tonks* is an award-winning food writer, restaurateur, and fishmonger whose titles include *The Fishmonger's Cookbook* and *The Seafood Cafe Cookbook*. 
Prawn on the Lawn
Modern Fish and Seafood to Share
Rick Toogood, Katie Toogood, Mitch Tonks

Summary
Ideal for the foodie who loves entertaining and wants to recreate restaurant quality food without the fuss, Prawn on the Lawn is a modern collection of quick, fresh, healthy, and delicious fish and seafood recipes. The recipes are split into an enticing selection of cold and hot tapas, larger plates, sides, desserts, and cocktails. From their signature prawn on the lawn dish to succulent scallop ceviche, beetroot-cured salmon, or razor clams with nam jeon, to crab ratatouille—it’s all delicious and guaranteed to be a hit. With menu ideas, wine and beer pairings, and tips for adapting recipes to party size, budget, fish preference, and seasonality, this book will make hosting a successful gathering of any size or type easy. A buyer’s guide, and focus on provenance and sustainability, mean that this book offers everything you need to know to become a stand-out fish cook and surprise and impress your friends and family. Special how-to videos linked to the book will also be available online, designed to make any potentially tricky techniques super clear to the novice cook. Includes dual m...

Contributor Bio
Rick and Katie Toogood established their London restaurant Prawn on the Lawn in 2013, serving only the freshest seafood and tapas-style fish dishes. A second site followed in Cornwall.

Sydney Seafood School Cookbook
Sydney Seafood School, Roberta Muir

Summary
For more than 20 years, Sydney Seafood School has been teaching us how to prepare and cook the wonderful array of seafood found in our oceans and rivers. Now, for the first time, the School shares its wealth of tips and techniques, along with more than 80 outstanding recipes from Australia’s leading chefs. Try your hand at Pete Evans’ garlic prawns, David Thompson’s grilled barramundi curry, or Alex Herbert’s fish’n’chips. Or treat your friends and family to Tetsuya’s crudo of leatherjacket, Neil Perry’s bar rock cod tagine or Frank Camorra’s Galician-style octopus. There’s also expert advice on choosing and storing seafood, plus step-by-step photos of essential techniques, including filleting and butterflying fish, shucking oysters, cleaning squid and octopus, and preparing crabs, prawns, and bugs. With beautiful photos of all the recipes to help you decide what to make, and illustrations of the various species so you know what to look for at the fishmonger, Sydney Seafood School Cookbook will give you the know-how and confidence to prepare seafood at home—with delicious results eve...

Contributor Bio
Roberta Muir is the manager of Sydney Seafood School at Sydney Fish Market. She holds a Master of Arts degree in gastronomy from the University of Adelaide, and is the author of 500 Cheeses and co-author of A Sardinian Cookbook; she also assisted Janni Kyritsis with his cookbook Wild Weed Pie.
### Seafood

**simple recipes with delicious results every time**

Jessica Adair

**Summary**

This treasure trove of seafood recipes shows you how to prepare and cook a wide range of delicious seafood dishes. Impress your friends and family with a range of restaurant-style dishes which are simple to prepare and delicious to eat.

There’s great recipes for starters, soups, salads and mains to suit all tastes and ages. You will learn how to buy fresh fish and store it correctly and how to prepare different types of seafood before cooking. The easy-to-follow recipes and clear pictures will ensure that your next seafood dish turns out perfectly.

**Contributor Bio**

Jessica lives abroad with her husband and two young children, and also manages a small cooking school.

Her passion for food, wine and foreign cultures has led her on adventures in Europe, Africa, the Middle East, and Central Asia. In her spare time, she reviews restaurants, writes freelance food, wine and travel articles, is a keen cook and an enthusiastic diner.

### Small Fishy Bites

**Marisa Raniolo Wilkins**

**Summary**

*Small Fishy Bites* celebrates the diversity and versatility of seafood. These recipes recognize the popularity of serving small helpings with easy, casual and varied dishes. Easily managed, bite-sized pieces are highlighted here in recipes that reflect the widening repertoire of cuisines we are exposed to, especially the Asian and Mediterranean flavors. Small plates are an easy and pleasant way to sample a range of flavors without the commitment to one entrée.

**Contributor Bio**

Marisa Raniolo Wilkins is well known for her blog on Sicilian food, All Things Sicilian and More (http://allthingssicilianandmore). Her interest in food is driven by her desire to explore her cultural origins. In Marisa's family, quality produce and good cooking have always been highly valued. They put a premium on seasonal ingredients sourced locally. Marisa carries on that tradition and takes enormous pleasure in experiencing good food and sharing it with others.
**Narrow Boat**

L. T. C. Rolt

The traditional cargo-carrying narrowboat – recently voted one of the 100 icons of England – emerged with the construction of the narrow canal network and lasted in until 1970 when the last regular long-distance contract was lost. Up until then, working boat families lived aboard according to their own culture and work ethic. Narrow Boats explores this, explains why their way of life persisted for so long, and looks at why and how it has changed. The vessels evolved as the horse gave way to steam and diesel power and boatyards developed the skills to build beautiful boats, decorated with roses, castles, scrolls and geometric designs that brought colour and vibrancy to the waterways. Since their demise, a new generation of craft has emerged purely for leisure and residential use. This book, by technical consultant Tom Chaplin, reflects on the origin and purpose of the traditions that many of these attempts to replicate. This book is part of the Britain’s Heritage Series, which provides definitive introductions to the riches of Britain’s past, and is the perfect way to get acquainted with...

**Contributor Bio**

Tom Chaplin has been cruising the inland waterway network since the 1950s, and much of the material for this book was obtained while crewing for working boatmen and observing their techniques, craft and lifestyle. The first of his four books on narrow boats was published in 1967. A civil engineer, he ran a Riparian Owner service for many years and concluded his career as a water freight consultant, championing inland waterway transport.
The Three Men in a Boat Companion
The Thames of Jerome K. Jerome
Stephen Lambe

Summary
First published in 1889 and never out of print, Jerome K Jerome's classic of humorous literature continues to delight new generations of readers. The book follows three friends, Harris, George and Jerome himself, accompanied by the ever-mischievous (and actually fictitious) dog Montmorency, as they skull up the Thames from Kingston in Surrey as far as Oxford. However, the book is far more than a travelogue. It uses incidents from the journey as jumping off points for some virtuosic set pieces, as hilarious and relevant today as they were in the late Victorian period when boating was becoming the "next big thing". Stephen Lambe dissects Jerome's masterpiece, placing it in context as a brilliantly sustained piece of observational comedy. But he also examines the River itself, and by using both modern and period photographs presented in full colour, examines how the Thames has developed over the last 120 years. The result will be indispensable to fans of the book who want to know a little more about the context in which it was written, and also to all those that have an interest in the ...

Contributor Bio
Stephen Lambe has been co-promoter of the Summers End Progressive rock festival in Lydney Gloucestershire since 2006, and has seen it grown to an event of genuine international stature. He writes regularly for "Rock Society" the magazine of the Classic Rock Society, for whom he is also secretary. He also heavily involved with Welsh Progressive Rock band Magenta, running their online presence. Born in Kingston Stephen first spent time on the Thames when his parents holidayed on the river a few weeks after his birth. His family has an intimate connection with the River. He first read "Three Men in a Boat" as a teenager, and has a lifelong fascination with the book and its author. He lives in Tewkesbury, Gloucestershire - close to both the Severn and the Avon.

Call of the North Wind
Voyages and Adventures on Lake Superior
Marlin Bree

Summary
In Call of the North Wind, the author retraces voyages of lost ships, early explorers and heroic sea captains in a rich narrative of adventure and history of Lake Superior. As he sails along the Shipwreck Coast in a 35-foot catamaran, Marlin Bree goes on the track of the Edmund Fitzgerald and reconstructs the last hours of the giant boat—and meets up with some of the infamous storms that took it down with the loss of all hands. He delves into the legends and folklore of the first explorers of the Big Lake and the incredible Warriors of the Storm (They had to go out—they didn't have to come back.) A fascinating voyage that will fascinate and sometimes surprise you.

Contributor Bio
Marlin Bree is the author of numerous boating books including Broken Seas, Call of the North Wind, In the Teeth of the Northeaster, Wake of the Green Storm, the Boat Log & Record, the Dangerous Book for Boaters, and co-authored Alone Against the Atlantic with sailor Gerry Spiess. He is the two-time winner of Boating Writers International's Grand Prize Award for outstanding maritime journalism. He contributes to numerous magazines including the Ensign, Small Craft Advisor, and Cruising World. He is a former editor of the Sunday magazine for the Minneapolis Tribune.
**Boatbuilding**

Cold-moulded and Strip-Planked Wood

Ian Nicolson

**Summary**

Cold-moulded wood boatbuilding predates fibreglass and has been used successfully for sailing dinghies, offshore racing yachts, fast multihulls and powerboats, and even rowing shells. It involves bonding together layers of wood veneers or thin planks to make a strong, lightweight and watertight hull. Modern glues, particularly epoxy resins, gave cold-moulding a boost and improved both its strength for weight and longevity. Strip-planking is a related technique using narrow strips of wood, and it too has been improved by modern adhesives. The two forms of building can also be combined. Both of these techniques have been used in some excellent boats, by both professionals and amateurs. They are particularly suited to one-off or short series production, and allow the moulds to be dismantled and even modified for later use. Cost and time factors are attractive, and even for amateurs without a high degree of woodworking skill good results are quite feasible. This book is a practical guide to both methods, starting from the design requirements, necessary tools and working conditions, and cho...

**Contributor Bio**

Ian Nicolson joined Alfred Mylne the Second as a full design partner at the age of 31. These two very different personalities worked together for 20 years to produce a variety of craft. At the same time, Nicolson set up a boat survey organisation which became the most successful in Scotland, so that he went all over the world doing surveys. Ian has had 23 books published and many hundreds of technical articles. He has had his own magazine column since 1955.

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**Sailing's Strangest Tales**

John Harding

**Summary**

Within these pages you'll find stories of pirates holding ships to ransom and the gruesome fates of some of the shipmates who dared cross them. The sailors forever lost in the Bermuda triangle, the poor family who were encircled by a school of sharks to the spooky tales of the lighthouse haunted by drunkard lightship keeper John Herman. The tales within these pages are bizarre, fascinating, hilarious and, most importantly, true.

**Contributor Bio**

John Harding is the author of many books, including several sports histories.
**Catboats**

*From the Boards of the Benford Design Group*

Jay Benford

**Summary**

A collection of inventive catboat designs, from the boards of the Benford Design Group, ranging from 17' to 22' long. Both centerboard and keel designs are shown. All have cabins and cruising accommodations, and have classic, traditional styling. Alternate rigs are also included for some of the designs plus photos of the completed boats.

**Contributor Bio**

Jay Benford has been sailing and designing catboats for half a century. He is the author of *Cruising Designs*, *Pocket Cruisers & Tabloid Yachts*, *Small Craft Plans*, and *Small Ships*. He lives in St. Michaels, Maryland.

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**Practical Junk Rig**

*Design Aerodynamics & Handling*

H. G. Hasler, J. K. McLeod

**Summary**

The authoritative source used by designers and builders worldwide for designing, building, and sailing a Chinese junk-rig

This encyclopedic volume synthesizes 25 years of research and development of this unique rig as adapted to Western craft. It is a work that has been welcomed by the growing number of yachtsmen and designers throughout the world who already enjoy the benefits of the junk rig or who wish to do so. *Practical Junk Rig* examines the design and aerodynamic theory behind junk rigs and discusses how best to sail them. It outlines the rig in detail, the principles that underlie it, considers possible alternative shapes and arrangements and analyzes performance, all assisted by a wealth of detailed line illustrations.

**Contributor Bio**

H. G. Hasler was a lieutenant colonel in the Royal Marines and was awarded the OBE for his services in Norway in 1940 and the DSO for leading a daring raid on German shipping in 1942. He was the author of cruising guides, invented the modern yacht wind vane self-steering gear, and founded the Single-Handed Transatlantic Race in 1960 and the Round Britain Race. J. K. McLeod became close friends with HG Hasler in 1961, sailing Hasler's junk-rig Jester on Loch Ness where Hasler was setting up the first Loch Ness Monster investigation. He became Hasler’s partner in 1963 and was his enthusiastic disciple until Hasler’s untimely death. He currently sails his own 47-foot Chinese schooner Rón Glas to further develop the advantages of the junk rig.
**Alfred Mylne The Leading Yacht Designer**  
*Volume 1 1896-1920*  
Ian Nicolson

**Summary**
Beautiful boats last a long time, but ugly ones die young. That is one reason why there are so many Alfred Mylne designed yachts still sailing, even though some of them are well over 100 years old. It was in 1896 that Alfred Mylne, at the age of twenty-four, set up his yacht design office in Glasgow and the company is now one of the oldest British yacht design firms still in existence. Boat design features which are widely believed to be quite new are found in early Mylne designs and between 1896 and 1920 Mylne designed several beautiful, race-winning yachts. Alfred Mylne yachts still turn heads today, even in San Tropez or Antigua. In this book, Ian Nicolson uses original plans from the archives of Alfred Mylne to demonstrate the beauty of the earliest Mylne yacht designs and to tell the story of Alfred Mylne the man.

**Contributor Bio**
Ian Nicolson joined Alfred Mylne the Second as a full design partner at the age of 31. These two very different personalities worked together for 20 years to produce a variety of craft. At the same time, Nicolson set up a boat survey organisation which became the most successful in Scotland, so that he went all over the world doing surveys. Ian has had 23 books published and many hundreds of technical articles. He has had his own magazine column since 1955.

**Ice Navigation**
Norvald Kjerstad

**Summary**
Ice Navigation gives a thorough introduction and description of most aspects related to the operation of ships in polar and ice-covered waters. The subjects covered include geography, technology, environment, routing, and regulations. This will be an invaluable book for those operating ships - onboard and ashore - as well as those involved in planning maritime operations in remote and ice-infested regions. Ice Navigation covers the subject matter in the IMO Guidelines for Ships Operating in Polar Waters (Resolution A.1024 (26) adopted on December 2, 2009), as well as the issues described in the Standards of Training, Certification, and Watchkeeping Convention.
The Silent Deep
The Royal Navy Submarine Service Since 1945
James Jinks, Peter Hennessy

Summary
"The Ministry of Defence does not comment upon submarine operations" is the standard response of officialdom to enquiries about the most secretive and mysterious of Britain's armed forces, the Royal Navy Submarine Service. Written with unprecedented cooperation from the Service itself and privileged access to documents and personnel, The Silent Deep is the first authoritative history of the Submarine Service from the end of World War II to the present. It gives the most complete account yet published of the development of Britain's submarine fleet, its capabilities, its weapons, its infrastructure, its operations and above all—from the testimony of many submariners and the first-hand witness of the authors—what life is like on board for the denizens of the silent deep. Dramatic episodes are revealed for the first time: how HMS Warspite gathered intelligence against the Soviet Navy's latest ballistic-missile-carrying submarine in the late 1960s; how HMS Sovereign made what is probably the longest-ever trail of a Soviet (or Russian) submarine in 1978; how HMS Trafalgar followed an exce...

Contributor Bio
Peter Hennessy, one of Britain's best-known historians, is Attlee Professor of History at Queen Mary, University of London. He is the author of Never Again: Britain 1945-51 (winner of the NCR and Duff Cooper Prizes), the bestselling The Prime Minister and The Secret State: Preparing For The Worst 1945-2010. He was made an independent crossbench life peer in 2010. James Jinks completed his PhD under Peter Hennessy at Queen Mary. His first book was 50 Years of the Polaris Sales Agreement, commissioned by Her Majesty's Government to mark 50 years of Polaris. He is now at work on A Very British Bomb, a history of the British nuclear deterrent.

Building Badger
& the Benford Sailing Dory Designs
Jay Benford, Pete Hill

Summary
Popularized by the bestselling Voyaging on a Small Income, the Badger design of Benford sailing dories is fully dissected in the comprehensive guide to its conception, design, and construction. With sections by a skilled Badger builder, the in-depth, how-to includes detailed architectural plans of each boat for DIY enthusiasts, while commentary reveals the designer's logic behind the idea, the sailing capabilities and clever innovations of the boat, and builder's tips on choosing the best tools and materials to execute the plan. Featured boats include the twin keel cutter, the Baby Badger, and the sailing dory Donna, among others.

Contributor Bio
Jay Benford is the author of Pocket Cruisers & Tabloid Yachts, Small Craft Plans, and Small Ships. He lives in Easton, Maryland. Pete Hill built the first Badger sailing dory, gaining recognition for his skilled woodworking. He lives on a boat and sails around the world.
**British Paddle Steamers The Twilight Years**

John Megoran

**Summary**

In the aftermath of the Second World War, paddle steamers in Britain initially did rather well, with four new ones built between 1946 and 1953 and about sixty still in service nationwide. By 1955 this tide of optimism had turned and from then on it was downhill all the way. In almost every subsequent year, one or two paddle steamers were withdrawn and sometimes it was as many as five or six. By the late 1960s only a handful remained operational and, of these, all except one owed their continued existence to their usefulness as people-movers on the Clyde, Humber or Solent, rather than for excursions. Some, like Freshwater, Princess Elizabeth, Consuland Jeanie Deans, enjoyed temporary new careers on services previously abandoned by their longstanding owners. A few like Medway Queen, Compton Castle and Caledonia became nightclubs, cafés or bars. Most ended up under the scrap-dealer’s torch. In this book author John Megoran, who returned the paddle steamer Kingswear Castle to service on the Medway and Thames in 1985, and was her captain and manager for nearly thirty years, explores all the ex...

**Contributor Bio**

John Megoran was born in Weymouth and grew up watching the last days of Cosens’s paddle steamers in the 1960s. He returned PS Kingswear Castle to service in 1985 and subsequently ran the business on the Medway and Thames as well as sailing as the steamer’s principal captain.

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**Cruising Designs (4th Edition)**

Jay Benford

**Summary**

First published in 1975, this classic guide is a collection of basic boat plans of a variety of Benford designs, ranging in size from 7 to 131 feet in length and selected from the custom designs created over the past three decades. It is designed as the spark to fire one’s ideas about the sort of boat one really wants or to suggest an idea for a new boat. The fourth edition includes a number of designs new since the third edition and is heavily illustrated with photographs and plan drawings.

**Contributor Bio**

Jay Benford is the publisher of Tiller Publishing. He lives in St. Michaels, Maryland.
Cruising Sailboat Kinetics
Danny Greene

Summary
A boat-design handbook written for the everyday, nonprofessional sailor, it demystifies boat-design terminology and concepts and opens up for recreational sailors a new world of understanding why sailboats act the way they do. It explains how boat designers transform sailing dreams and abstract design criteria into today's sleek, functional, three-dimensional craft. The first half of the book is a primer, a beginner's guide to design terminology and concepts, laced with photos and clear, nontechnical illustrations, while the second half of the book is a heavily illustrated showcase of the best cruising-sailboat designs, including a lengthy explanation of what makes each design special.

Contributor Bio
Danny Greene is a practicing naval architect and was the technical editor on the staff of Cruising World magazine, where he edited the "Designs" column for many years. Green lives aboard Brazen, a 32-foot cruising sailboat built to his own design, and has logged more than 50,000 cruising miles on a variety of boats, often sailing singlehanded.

Yacht Designs
William Garden

Summary
Garden's career as both a yacht designer and builder spanned well over six decades and untold hundreds of boats. Garden's writing style is just as far-ranging and eclectic as his boats, whimsical and informative, light-hearted yet solidly grounded, serious, thought-provoking and thoroughly engaging. The original edition of Yacht Designs was published in 1977 and, after several printings, had gone completely out of print. Bill Garden revised and expanded the essays from the original edition and added over 30 more boats, many never before published, and even a few dream ships that were never built. Each essay is as different as the boat it describes, sometimes explaining the building process or a particular aspect of it in detail, or the events that led to a design, or the individuals involved, or the evolution of a yacht type, or Bill's own unique outlook on life and the boats he loved. Discover why Bill Garden has been an inspiration to succeeding generations of yacht designers!

Contributor Bio
William Garden was a self-confessed recluse who lived and worked in British Columbia. His island workshop, Toad's Landing, was a haven of boat design and boatbuilding. Bill Garden's work is an inspiration to succeeding generations of yacht designers.
Boats by Purdy

Alan Dinn

Summary
This fascinating and authoritative history of the Purdy Boat Company, one of the most famous makers of custom yachts and racing boats in the 1920s and 1930s, is based on official company documents and correspondence and on reminiscences of family members and boat owners, and augmented by many photographs and line drawings of classic Purdy boats. The name "Purdy" evokes a bygone era of classic race boats and cruisers, and contributions to this book from owners and former owners of Purdy boats, librarians and museum officials, classic-boat enthusiasts, family members, and others, make it a living testimony to Ned and Gil Purdy, designers and builders of some of the best raceboats and cruisers America has ever known.

Contributor Bio
Alan E. Dinn has a master's degree in applied mathematics and is a grandson of Ned Purdy (of the Purdy Boat Company) He lives in Port Washington, New York.

Building the Six-Hour Canoe

Richard Butz, John Montague, William Bartoo

Summary
A guide to building a canoe that contains scale plans, specifications, a tool list, step-by-step instructions, and even a helpful explanation of how to paddle the canoe. All the building operations are clearly illustrated with photos and sketches. The canoe is constructed from a single 4'x16' (or two 4' x 8' sheets) sheet of marine plywood and a few pieces of dimensional lumber and, with epoxy glued seams, is watertight from the moment it hits the water. When completed, the canoe is 15'3" in length with a 31½" beam. Inexpensive to build using ordinary tools and materials, the canoe gives everybody access to boatbuilding and a boat.

Contributor Bio
William Bartoo, Richard Butz, and John Montague founded the watercraft studies program at Buffalo State College. They have all been involved in boatbuilding for decades. They all live in Buffalo, New York.
Building the Weekend Skiff
Richard Butz, John Montague

Summary
Offers detailed plans and instructions for building a simple boat at low cost with easily obtainable materials and basic hand tools, the skiff in this manual is 15 feet in length, can hold two adults or several children, and is adaptable for oars, sail, or a small outboard engine. A fun way to spend a weekend and get an excellent small boat easily and inexpensively, it is a great family project, ideal for introductory boat-building courses and for community and school-based boat-building experiences.

Contributor Bio
Richard Butz and John Montague founded the watercraft studies program at Buffalo State College. They have been involved in boatbuilding for decades.

Pocket Cruisers & Tabloid Yachts/1
Jay Benford

Summary
A salty collection of complete building plans for six small cruising boats, including a fantail steam launch (17' or 25'), working tugboat (14' or 20'), supply boat (20'), cruiser (14' or 20'), long-distance-sailing cruiser (14'), or fantail catboat (20'). Among the most popular designs offered by Benford, special effort has been made to reproduce the plans to scale, so that the builder will be able to work easily from the prints in the book.

Contributor Bio
Jay Benford is the publisher of Tiller Publishing. He lives in St. Michaels, Maryland.
Small Craft Plans
Jay Benford

Summary
Taken from Benford's original drawings and reduced in scale, the plans for each of the 15 small boats included in this collection are nevertheless complete and ready for lofting full size. The boats range in size from 7' to 18' and can be varied for rowing, sailing, or small outboard engine.

Contributor Bio
Jay Benford is the publisher of Tiller Publishing. He lives in St. Michaels, Maryland.

Small Ships (5th Edition)
Jay Benford

Summary
Containing scores of study plans for tugs, freighters, ferries, excursion boats, trawler yachts, houseboats, and fishing vessels, this latest volume of ideas is thoroughly revised, updated, and expanded, with a tremendous variety of styles and types of small ships. Each design is a salty and practical cruising vessel and is introduced with a brief description of its creation and history and accompanied by layout drawings and/or photos. Many of the designs trace their origins to working vessels and heritage powerboats, and all have a refreshing frankness about them, absent of any tricky styling, glitter, or glitz.

Contributor Bio
Jay Benford is a yacht designer who started designing yachts in 1962. He lives and practices in Easton, MD.